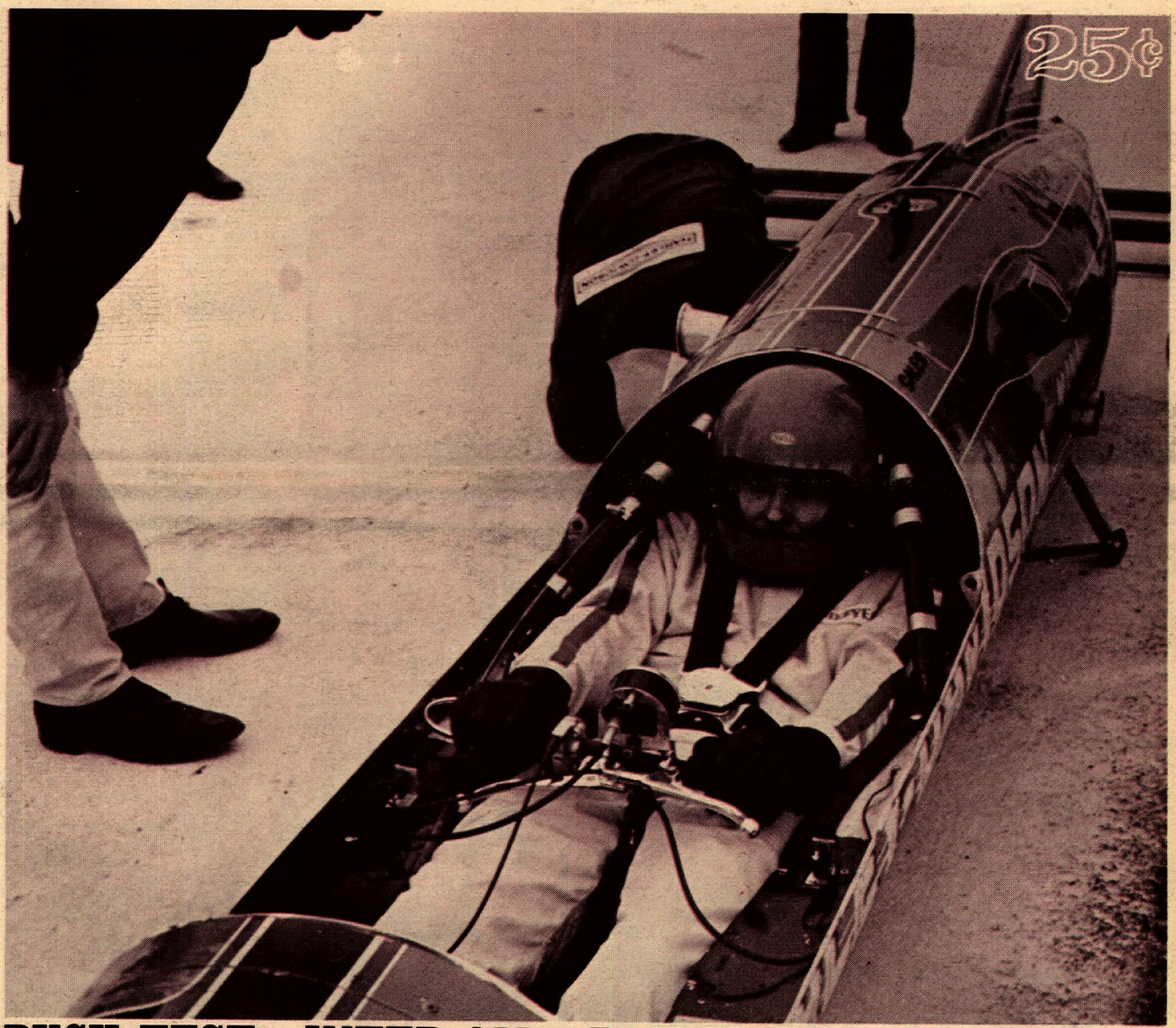
cycle news

VOLUME VII NUMBER 41 | Western Edition | October 27, 1970

RAYBORN BREAKS RECORD



PUCH TEST • INTER-AM • BLM MAPS • TRANS-AMA

Cal Rayborn and his Harley-Davidson streamliner practically flew across the Bonneville Salt Flats last Friday to set a new World Motorcycle Speed Record of 265.492 mph. Above, the Harley crew makes last minute adjustments before Rayborn makes a pass down the salt. Once again, Cycle News' man-on-the-salt, Bruce Flanders was on hand for the record run and has a report and pictures appearing on page 17. Also, there was an Inter-Am and a Trans-AMA this past weekend. Coverage of these events begins on page 6. Other Cycle News Highlights this week include a test of the new 125cc Puch motocross machine, as well as maps of BLM lands in San Bernardino County.

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

PRESSTIME BULLETIN

WENDOVER, UTAH, Oct. 19, 1970 — Robert Leppan and his Triumph streamliner clocked 258 mph on a tune-up run across the Salt Flats this afternoon. Running on alcohol, the streamliner is powered by two, 48 inch Triumph Twins. The run follows by only three days Cal Rayborn's record breaking pass of 265.492 mph. Leppan held the record for four years until it was broken by Don Vesco on Sept. 17, 1970.

NEWSPAPER

CALENDAR

WEDNESDAY, OCT. 21

MOTOCROSS at River Ridge, 2 mi. E of Zillar, Wash. Turn at "Teapot" service station, follow markers. $1 entry. Racing 7-dark.

FRIDAY, OCT. 23

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

REGULARLY SCHEDULED EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
Tom Walsh at CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY FRIDAY NIGHT
CLASS A Speedway Racing at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m., Racing 8 p.m. Free parking and programs.

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track. Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

3rd SUN. OF EVERY MONTH
Deadman's Point, Apple Valley, Cal. — 3rd Sunday, Motocross — all classes, 8 a.m. prac. — 10 a.m. start. $1.00 Entry Fee — Info: (714) 247-7473 (eves.).

COURSES FOR RENT
ADELANTO T.T. TRACK
Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info. (213) 927-3860.

TT RACES at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

SCRAMBLES by Hi Hats M.C. at Vallejo Speedway. AMA sanct. $2 per rider per bike. Class C traction. Signup 5-6:45 p.m., practice 6-7, racing at 8.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

SATURDAY, OCT. 24

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry $3, admission $1. Mini bike classes (11) can be obtained from Southern Cal. M/B Assoc.

SAT. & SUN., OCT. 24 & 25

ANTIQUE RALLY by CAMA at Grossmont Shopping Center on the Mall. Classics and Antique motorcycles. Begins at 9 a.m. each day. Info: John (714) 448-8416.

TOUR by Valley Road Riders M.C. at Kings Canyon National Park. Start of tour is from San Fernando Valley. Info: 987-1480.

FILM — "FIRST LOOP" by Marc Creighton Productions presented by Cycle News. Van Nuys High School Aud. Two showings at 7:15 p.m. and 9:15. $2.50 general admission, $1 children.

SUNDAY, OCT. 25

TRIALS by Rocky Mountain Trials Assoc. at Mays Museum, 5 mi. S. of Colorado Springs. Novices in a.m., Experts in p.m. $3 entry, $2 for members. Info: (303) 442-5362.

ENGLISH TRIALS by PNTA at Dead Man's Pass, 18 mi. E. of Pendleton, Ore., on Hwy 80 North (Towards LaGrande). $3.50 entry, $2.50 members. Novice at 10:30, Am-Ex. at 12:30. 50 cents admission, under 12 free. Info: PNTA, Box 131, Weston, Ore., 97886. (503) 566-3526.

BENEFIT SCRAMBLES by Hi-Hats M.C. and Solano Trail Riders Assoc. at Vallejo Speedway. AMA sanct., Class C traction only. $2 per rider per moto. Signup 9-11, practice 10:30-12:30, racing at 1:30.

SCRAMBLES by Stockton Scramblers M.C. at Lodi Cycle Bowl. $2 to watch or ride. All Dist. 36 black plates admitted free. Signup 8:30-11; practice 9-11, racing at noon. Info: (209) 465-4534.

NEW CMC NORTH MOTOCROSS at Cal Am Raceway, Sacramento, Cal. 3 No. plates required. Mail $5 entry to Box 1451, Santa Cruz, Cal., 95060. $10 post. Practice 8-9, racingat 9:15. $2 admission. Info: (916) 442-5290.

EUROPEAN MOTOCROSS by San Bernardino Valley M.C. at Perris Raceway, off Hwy 74. AMA sanct. $1.25 admission; mail $3 entry to Ron Lambert, 17142 Ceres, Fontana, Cal., 92335. $5 post. Signup 7:30-9 a.m., practice 8-9, racing at 9:15. Info: (714) 822-2252.

TT RACES by Desert Phantoms at Adelanto Track on Hwy 395. Class C traction only. AMA Sanct. dist. 37 pts. $3.50 entry and gate total. Big-bore signup closes at 8; 0-250cc closes at 11. Info: (714) 246-7990, 269-2909.

MOTOCROSS by Humboldt Hustlers M.C. and Garberville Rotary Club at Garberville Motocross Park, 8 mi. S. of Garberville at KOA campground. $1.50 for spectators and participants. Signup & practice 10:30-noon; racing at 12:30.

ACA MOTOCROSS at Saddleback Park. All Jr. and Sr. classes. Signup at 8; racing at 11:30. $3 entry. Info: (714) 528-4290.

CMC MOTOCROSS at Carlsbad. $5 mial entry to CMC, Box 1402, Costa Mesa, Cal. 92626, closes Oct. 20. Post $10. Gates open at 7:30 a.m.; racing at 10. 3 No. plates.

MOTOCROSS by Carson City Desert Hawks, limed from Carson City, S. on Hwy 395 to Stewart turnoff, on to river in Carson City, Nev. AMA sanct. $3 mail entry to Clarks Cycle Center, 213 Sage St., Carson City, Nev., 89701. $4 post. Signup 8-10, racing at 10:30. Info: (702) 882-5400.

MOTOCROSS by Tijuana M.C. at Rodriguez Dam, 4 mi. S. of Tijuana, Baja, Calif. From Tijuana take Hwy to Tecate to Rodriguez Dam. Limed from Tijuana. $3 entry to 1186 Paxton Dr., Imperial Beach, Cal. 11 a.m. signup. No cards needed. 50 cents gate fee for ambulance. Info: (714) 423-0498.

POKER RUN by Camriders M.C. from Camarillo to Solvang. Starts at Camarillo Competition Cycles, Ponderosa North, Camarillo. $4 per bike, $1 per passenger. Leaves at 8:30 a.m. sharp, no race. Lunch and swim at end. 16 or older. Trophies and merchandise. Info: (805) 482-1602.

TT RACES at Huntington Beach Cycle Park by HRA. Signup 9-10:30. $2.25 members, $2.50 non. 3 HRA plates or ride expert. 7561 Talbert, Huntington Beach. Info: (714) 897-4458.

HALF MILE & TT by ACA at Southbay Speedway in San Diego. 125, 250 and Open classes for both course. Pract. at 10:30, racing at noon. 40% gross gate purse. Info: Rod (714) 469-6092.

HARE & HOUNDS by Sunland Shamrocks M.C. at Barstow, limed from Fort Irwin Rd. Dist. 37 pts., Rescue 3. Two 45-mile loops; 9 a.m. start. Entry $4.25 closes at 8:30, bring water. Info: (213) 352-5255.

MOTOCROSS by Cascade M.C. 2 miles W. of Bend, Ore., on Oil Shevlin Park Rd. Opens at 10 a.m.; races at 1 p.m.

(Please turn to pg. 23)

TROJAN SPEEDWAY
SOUTH GATE

TT & FLAT TRACK RACING
6 Mains
6 Trophy Dashes
Up to 16 Heat Races
4 Semi's
Mini bike, practice from 12 to 2 p.m.
Racing Starts 2 p.m.
Qualifying Of All Classes
Entry $3.00, Adm. $1.00

29 EVENTS
2 Shows 1 Price Same Night
Adm: $2.00
8-11: $1.00
Under 8: Free
For Information:
Call
(213) 862-0229
(213) 923-9132
(213) 944-2960
Write
5601 Southern Ave.
South Gate, Ca.

EVERY FRIDAY NIGHT
Pit Gates Open: 6 PM
Pit Gates Close: 7:15 PM
1st Race: 7:30 PM

1st 150 Rider Entries Only

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CMC
All Entries Accepted Until 6:30 p.m.
MOTOCROSS NOW
Every Friday Night
$400. purse
Pit gate open 4:30 pm
Pit gates and entries Close 6:30 p.m.
ASCOT PARK
183rd & VERMONT OFF HARBOR & SAN DIEGO FREEWAYS
Gates open 5:30 pm
1st race 7:00 pm
CMC membership
3 large readable # plates

presented by
Marc Creighton Productions
FIRST LOOP
MOTORCYCLE FILM
THE FIRST
FULL DOCUMENTARY
ON DIRT BIKES
SEE: FAST HARD ACTION
PLUS "OLYMPIC GYMNASTIC FLASHBACKS"

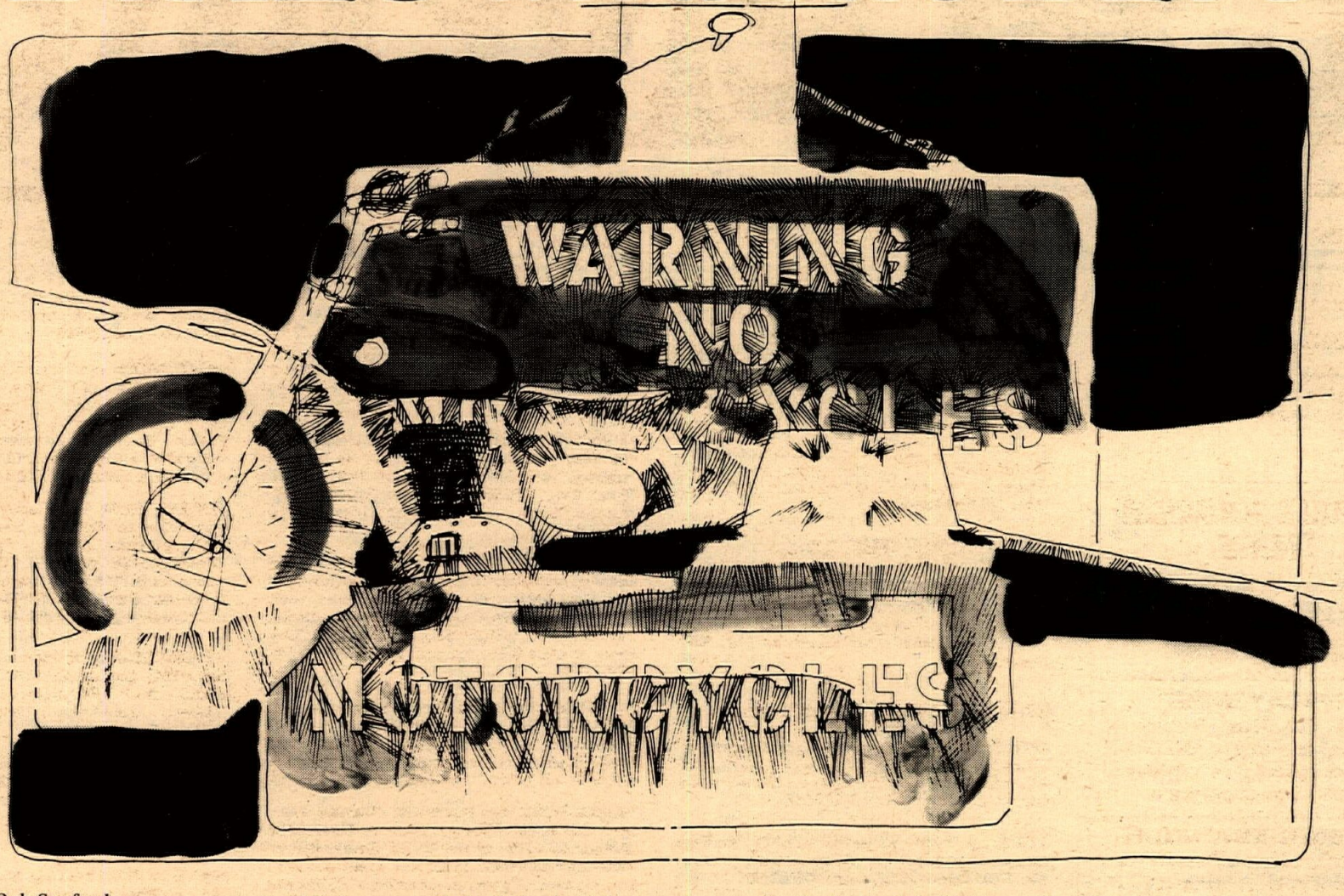
Moto-X at Bay Mare
Shamrock Hare and Hound
Dirt Diggers — San Clemente
Oxnard Scrambles
Sidehacks
Powder Puffs
Jackass Enduro

Oct. 24 & 25
Van Nuys High School Aud.
7:15 p.m. & 9:15 p.m.
each night

Oct. 29 & 30
Torrance High School Aud.
7:15 p.m. & 9:15 p.m.
each night

Admission General $2.50 Children $1.00

BIKES and the BLM



By Bob Sanford

The question of land use by motorcycles is becoming more and more critical, as evident by the alarming number of closures and pieces of restrictive legislation. Bean Canyon. Huntington Beach. San Bernardino County. The list goes on and on.

With each passing weekend, it seems, there is less and less land available for bike riding.

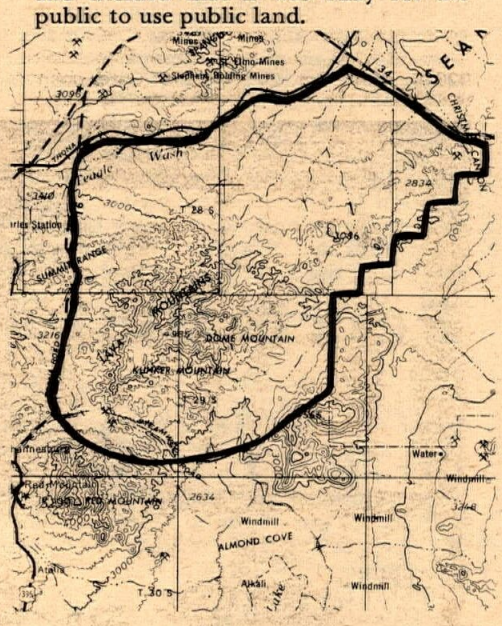
San Bernardino County, in its recent omnipotent anti-bike law, declared ALL property within the county off-limits to bikes, without the written permission of the owner or custodian. Furthermore, the ordinance requires highway-legal baffling and spark arresters for off-road vehicles.

The kicker came, however, when the San Bernardino County Sheriff's department decided that this law applied to Bureau of Land Management (BLM) properties as well; a sizeable portion of the land within the County.

On the first weekend after the law's enactment, Deputies were dispatched to the more popular riding areas, such as Phelan and El Mirage, and mimeographed copies of the ordinance were distributed to the riders, along with a "warning". One rider, who asked about lands available for riding in the county, was informed that "there is no public land in the County."

A check with the Sheriff's department on the following Monday revelaed that, yes, there was public (BLM) land, but, no, it was not available for bike riding.

However, officials from the BLM's Riverside District office felt that the county did not have this type jurisdiction over federal lands. After some behind the scenes fanagling, the Sheriff's department reversed its stand and decided that it was okay for the public to use public land.



"As far as we're concerned," stated BLM District Manager, Jack Wilson, "all BLM lands in the state, with the exception of the Panoche area in the north, are open to motorcyclists at this time."

Great.

But there's just one teeny, tiny problem: Just where in the hell are the BLM's 16,000,000 acres of California land located.

The answer is not easy. BLM, of course, has records of their holdings, but much of the land is interspersed with private property, thus creating some obvious problems for desert riders.

Two men in the BLM's Riverside office have been painstakingly mapping federal properties, trying to determine areas of massive holdings that will support "concentrated motorcycle use." The inventory is still somewhat inconclusive, but some patterns are beginning to emerge.

"Much of our land is checkerboarded with private property, especially that owned by the rialroad," explains Mario Lopez, one of the men working on the mapping program. But, he adds, they are discovering certain areas where back-to-back sections of BLM lands offer large federal parcels for off-road riding.

Eventually, Lopez says, the BLM hopes to swap land with some of the private owners, thus providing a number of near-by, large riding areas. This, however, is still in the planning stages.

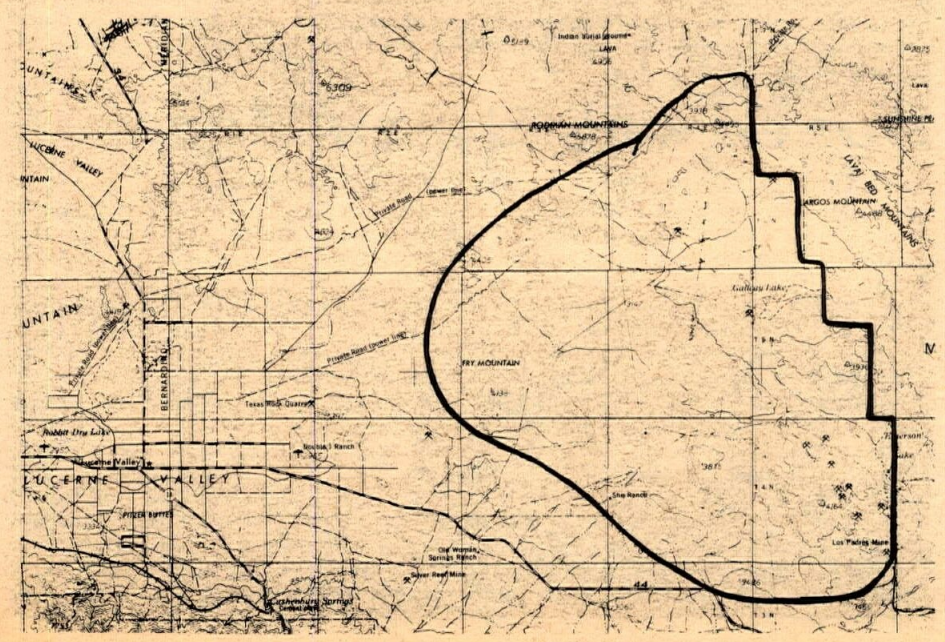
For the time being, Lopez has pointed out four sizeable areas where the federal government is the primary owner (see accompanying maps). Generally, the land northeast of Red Mountain seems the best bet, as most of the land outlined on the map is BLM property.

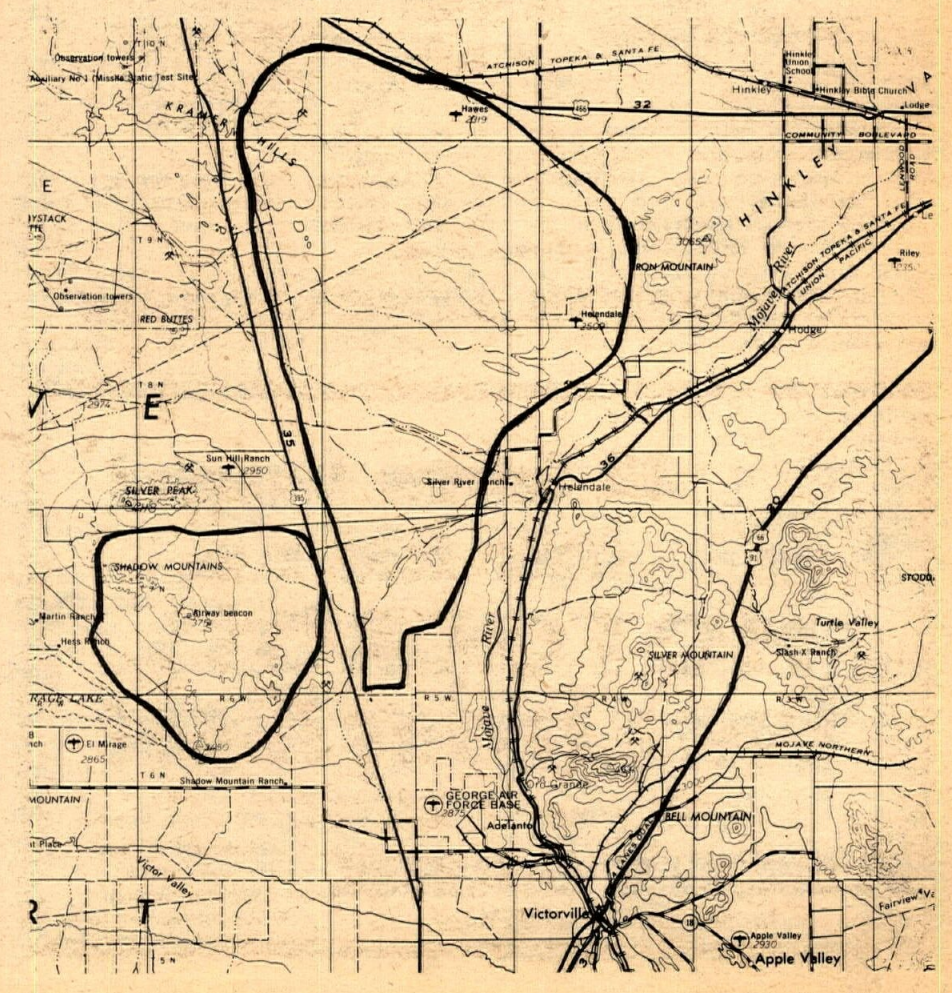
On the other hand, the portion northeast of El Mirage lake and west of Hwy. 395, is probably the worst bet, as numerous sections of private land are mixed in with the BLM's holdings. The large area east of Hwy 395 and northeast of El Mirage, however, is predominately federally controlled.

The final area, east of Lucerne Valley and north of Yucca Valley, also appears to be almost entirely federally owned.

Lopez pointed out that he is not actually "recommending" these areas for bike riding, but simply locating large parcels where the BLM is the primary owner. He cautioned that riders are still liable to inadvertently ride over private lands, thus running afoul of country trespass laws.

The BLM official invited anyone with questions regarding this matter to stop in at his office in Riverside. He also extended the invitation to any club needing assistance in planning desert races.





cycle news

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voices

RIGHT DIRECTION

I would like to take this opportunity to express my appreciation to you for the fine work you are doing in attempting to put an end to motorcycle noise. As a motorcycle competitor and the officer in charge of the San Diego Sheriff's Off-road Motorcycle Patrol, I can tell you that you are on the right track.

I hope that the manufacturers will soon join the fight and put their vast engineering resources to work on their problem. Sachs motorcycle has a beautiful silencer, so we know it can be done.

Education of motorcycle riders is the key to the problem of course, and you are certainly doing your share in that regard. Please keep the pressure on and maybe someday we will be as socially acceptable as horsemen are today.

SAN DIEGO COUNTY SHERIFF'S DEPARTMENT
ELDEN R. CARL, JR.,
Sgt., Off-Road Motorcycle Patrol

NAME DROPPER

In regard to the extensive article on the Check Chase, Oct. 10th, which we enjoyed reading, I felt compelled to write and tell you that the "Yet to be named" 250 Novice who won 8th overall mentioned in your article was named 34 years ago DAN SABOL by his parents. It was nice that the highlight of his career of four races was mentioned, but it would have been nicer to have had his name there, too. Old men enjoy those little things.

MRS. DAN SABOL
San Fernando, Calif.

'PORTLY' PREPARED

Please give my thanks to Maureen Lee for describing me as "portly" in her article on the ACA MX in the Oct. 13, 1970 edition of Cycle News. When you weigh 300 lbs. you need all of the kind words you can get! However, I don't understand how she could say my Yamaha was unprepared. After all, I did take the lights off and put wide handlebars on it. In any case, with my power-to-weight raio, it doesn't matter much what kind of machine I ride. I ride for the pleasure of it and Miss Lee was definitely right about one thing; I had a ball.

For my third race I'm going back to the desert this weekend for the Rams event. That Saddleback course is like asphalt as I discovered when I went over the handlebars in the second moto.

I'll keep you posted on the continuing saga: "Fat man goes to the races".

BOB (PORTLY) NICHOLSON
Alhambra, Calif.

BAILEY HONORED?

Mr. Bob Bailey deserves the Starter Of The Year award. As members of the newly organized Sagebrushers M.C. we would like to nominate Mr. Bailey for his terrific starts at Big Bear Lake. We guess the high altitude made him start the races this way. We have agreed not to attend another of Mr. Bailey's circus events.

We wanted to attend the riders meeting but we were afraid it would cost us another dollar. I guess Mr. Bailey thought he was a teacher up there, telling us over the loud speaker, that he may have to "smack some knuckles out there". I wonder if he did. Best of all was our great intermission. But he forgot to bring the popcorn.

Well, Mr. Bob Bailey, we would like to invite you to our upcoming race this year. Your gate fee and entry fee is paid so please come and we will show you how to START and run a race. Oh, you can have a few beers on us. Hope to see you there.

CARL COTTON, GREG WICHAM,
DICK FRAMPTON, JACK KELL,
ART STEVENSON
MARK STEVENSON, BILL JONES,
LARRY KOPP

MAD AT CATS

I rode the recent Cactus Cats Hare Scrambles and now I am really mad at them. They did the following: gave us a litter sack; provided a map of the starting area and instructions; had separate class sign up booths; had a perfect Le Mans start that was well policed; had a banner that you could see; laid out a well marked rough, tough course; set up checks that were efficient; provided a good finish procedure, readable results and a decent finishing pin.

How dare this new club put on a near perfect race their first time out?

Now I will have to ride some other runs. Man, am I mad.

WES ANDERSON SR.
Los Angeles, Calif.

TRASH AND PIGS

In response to Richard Contla's letter which appeared in the Oct. 13th issue of Cycle News, I too am amazed at the rate of litter that is accumulating in the riding areas.

The riders who litter are not fellow motorcyclists; they are PIGS. It is no trouble at all to throw trash into the trunk of a car and dispose of it when returning home.

Also, the road serving the few homes that are in the area is used by some riders for their "Bonneville Speed Runs".

If we don't start reprimanding or reporting these pigs, we're all going to get screwed.

DENNIS TINGLER, President
South Gate Jr. Chamber of Commerce
Sport-Lube Specialties Co.

PRESIDENT SPEAKS

We would like to express our thanks for your stories and photo coverage at Orange Speedway El Toro.

HRL Lubricants are widely used and highly accepted in auto racing. It is our hope to establish our products more predominately in the motorcycle sport.

This year HRL presented a Most Popular Rider award (voted by the fans) to Kirk Redding at Trojan Speedway, co-sponsored ten racing events at El Toro, and awarded products and trophies at other tracks.

In keeping with the thought that manufacturers of cycle products should take an active interest in the sport we are planning further participation in 1971.

R.H. CLAYPOOL
President

Licenses No Good

COSTA MESA, CALIF. – Controversy over FIM licenses for Speedway riders has arisen for the third straight year.

As in years past, American riders are required to hold FIM licenses before competing against European and Australian stars, scheduled to arrive here this week. However, the riders are purchasing licenses that are apparently invalid.

According to Wes Cooley – President of FIM's American affiliate, MICUS – a number of riders have purchased licenses for $7.50 from John McLaughlin, a former AFM representative to MICUS. McLaughlin was relieved of duties on July 17, 1970 by D.J. Scott, Chairman of the Board of Directors of the AFM.

In a letter to the Speedway riders, Cooley said that, "Mr. McLaughlin has not relinquished his FIM stamps or any other materials...and it looks as if some type of legal action will have to be taken..." Continuing, Cooley says, "in 1969 at the FIM congress in Lubliana, Yugoslavia, it was agreed...that the fee for the international license would be $15. Last week, some of you...were charged a fee of $7.50, and also some of you were issued licenses without the proper photographs which are necessary. I am sorry to state this is in complete violation of FIM rules."

The international races are scheduled for October 23, October 30 and November 6 at Costa Mesa, and, according to Cooley, "...No rider will be eligible to participate without a valid license which must be presented to the FIM representative..at the event..."

For the past two years, Speedway riders have paid $25 for the FIM licenses, but, in fact, have not received the actual licenses. For this, and other reasons, riders have been reluctant to deal with MICUS.

It is doubtful that riders will have obtained Cooley-issued FIM licenses for the first event this Wednesday night, but no word has yet been issued as to what action will be taken.

Protest Noted

LOS ANGELES, CALIF., Oct. 10, 1970 – According to the A.M.A. District 37 bulletin the Prospector's Motocross resulted in more letters of protest to the competition committee than, "anyone remembers seeing from a single event." There were also some people present to stipulate violations of rules. No Prospectors were present. It was decided that the race would not be disallowed, but that the points would be resolved by Dick Camp in the cases of those riders who did not ride three motos.

The Competition Committee is placing a recommendation with the Sports Committee that the Prospectors not be allowed any motocross dates for 1971. In addition it is recommending that the Prospectors be fined $375.00 (to go into the General Fund) and that the fine be paid by 12/3/71 or that the Prospectors have no point runs in 1971. This recommendation will be considered at the November meeting of the Sport's Committee.

Perris Steps Forward

PERRIS, CALIF., Oct. 19, 1970 – Proving that you don't have to be the biggest to be the first with the best, the Perris Scrambles track has announced that for their forthcoming Saturday night scrambles they will award $5.00 in cash to any first place winner who uses silencer on his bike. When asked what prompted this move, Mrs. Burton, one of the track owners, responded that some of the members of the Hi Jinx motorcycle club had started using silencers on their own and reported that they suffered no loss of power. This in conjunction with the recent Cycle News article and the harrassment that the track has been receiving from nearby residents because of noise prompted the action.

In the future, the Burtons may split the award and give all trophy winners a free track pass or something similar so that non-winners might get a share of the action. The innauguration date for the silencer award is Saturday, October 17th. Entries will close at 7:30, first race at 8 p.m.

Open Sundays Closed

LOS ANGELES, CALIF., Oct. 1, 1970 – The desert "Open Sundays" are now a thing of the past, according to the AMA District 37 Bulletin for September. Originally, the first Sunday of the month could not be assigned as a race day in the desert. This day was reserved for the racer's families. Gradually, enduros came to be scheduled on the open Sunday so the open Sunday was in fact just a day for a different type event. Since it is now felt that enduros can successfully compete with the races, and since the purpose behind the Open Sunday has been lost anyway, it has been decided to add these days to the race calendar. One compelling reason for the change is that there are many more clubs applying for dates than there are dates to accommodate them. This measure adds 12 race dates to the calendar. Only Easter remains an open Sunday.

Speedway Stars Here

COSTA MESA, CALIF., Oct. 19, 1970 – The annual Anglo-American Series for speedway motorcycles moves into one of its biggest evenings Friday night (Oct. 23) at the Orange County Fairgrounds. Racing, as always, gets underway at 8:15 p.m.

On hand for Friday's action will be four-time World Speedway Champion Barry Briggs of New Zealand, Australian Champion Jim Airey, Dave Gifford of Australia and perhaps the most popular foreign rider to ever compete at the fast Costa Mesa track: Bert Harkins of Scotland.

However, good as the field is the brightest star is still missing. The man who clinched his unprecedented third World Speedway Championship in a row in September, Ivan Mauger of Christchurch, New Zealand is due to arrive at the Orange County oval on October 30 to join his fellow foreign riders.

Interestingly, promoter Harry Oxley has managed, in Harkins, Briggs, Gifford, Airey and Mauger, to assemble the team captains of five different British League teams. Harkins is the captain of the Wembley Lions, Mauger doing the chores for Belle Vue, Briggs for the Swindon Robins, Gifford of the Newcastle Diamonds and Airey captaining Sheffield!

Friday's Anglo-American Series feature Match Race pits Jim Airey against Barry Briggs. On hand to provide some red, white and blue competition is U.S. champ Rick Woods, current title holder Steve Bast, Bill Cody and a recuperated Sonny Nutter.

SOUTH GATE, CALIF., Oct. 17, 1970 — It never seems to be very difficult to find Guy Erickson on his mini bike at Trojan Speedway races on Saturday afternoon...he's usually the one out in front with the number 306 on his black and white mini. Today was no exception as he won the six-to-eight year old class limited to a maximum three horsepower. Kirk and Keith Ward were also on hand and diced all the way in the 9-11 class with Kirk the eventual winner after being handicapped 50 feet. Report and photo by Dennis Greene. (Results on page 20.)

GARDENA, CALIF., Oct. 16, 1970 — Bob Messer (Maico) pulled out all stops and took both the 500 and the 250 Expert classes at the first Friday night Ascot motocross event. Jeff Wright on a Rickman took the 125 Expert gold for the second time in a row. Messer and Rich Thorwaldson (Rickman) really put on a show in the 500 Expert go. Rich won the first moto with Messer close behind pushing hard. In the second moto Rich held it too long in his famous charge in the first turn on the outside and did a real hard get-off trying to take the lead from Messer. Rich remounted in last place and worked his way up to third. Rich had to win the last moto to take the overall win. Messer led it into the first turn, and Rich pushed hard in each turn after that, but Messer didn't make a mistake and won the moto and the race. Messer also won the 250 Expert class, on another Maico. Jim West was second on a A.J.S.

Jeff Wright (Rickman), pictured, took the lead in the first 125 Expert moto, but was sleeping on the north sweeper on the last lap, and the hard charging Bob Hosford, an up and coming track rider passed him on the outside. Wright got with it on the next two motos winning them both, and taking the class win. Hosford was able to salvage a second overall on his Yamaha. (Results on page 20.)

Sachs 125 takes 2nd overall in S.N.O.R.E. 200.

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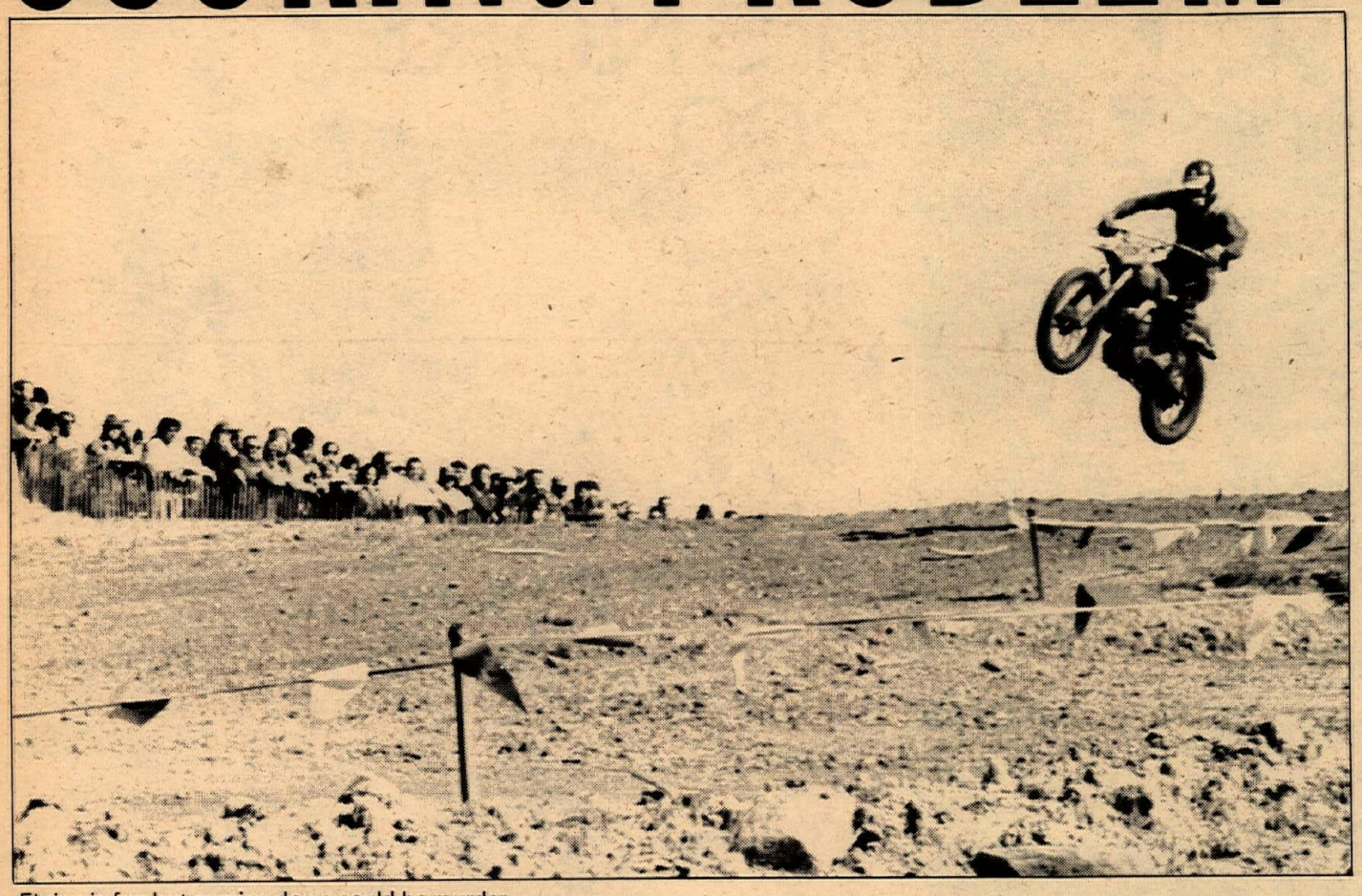
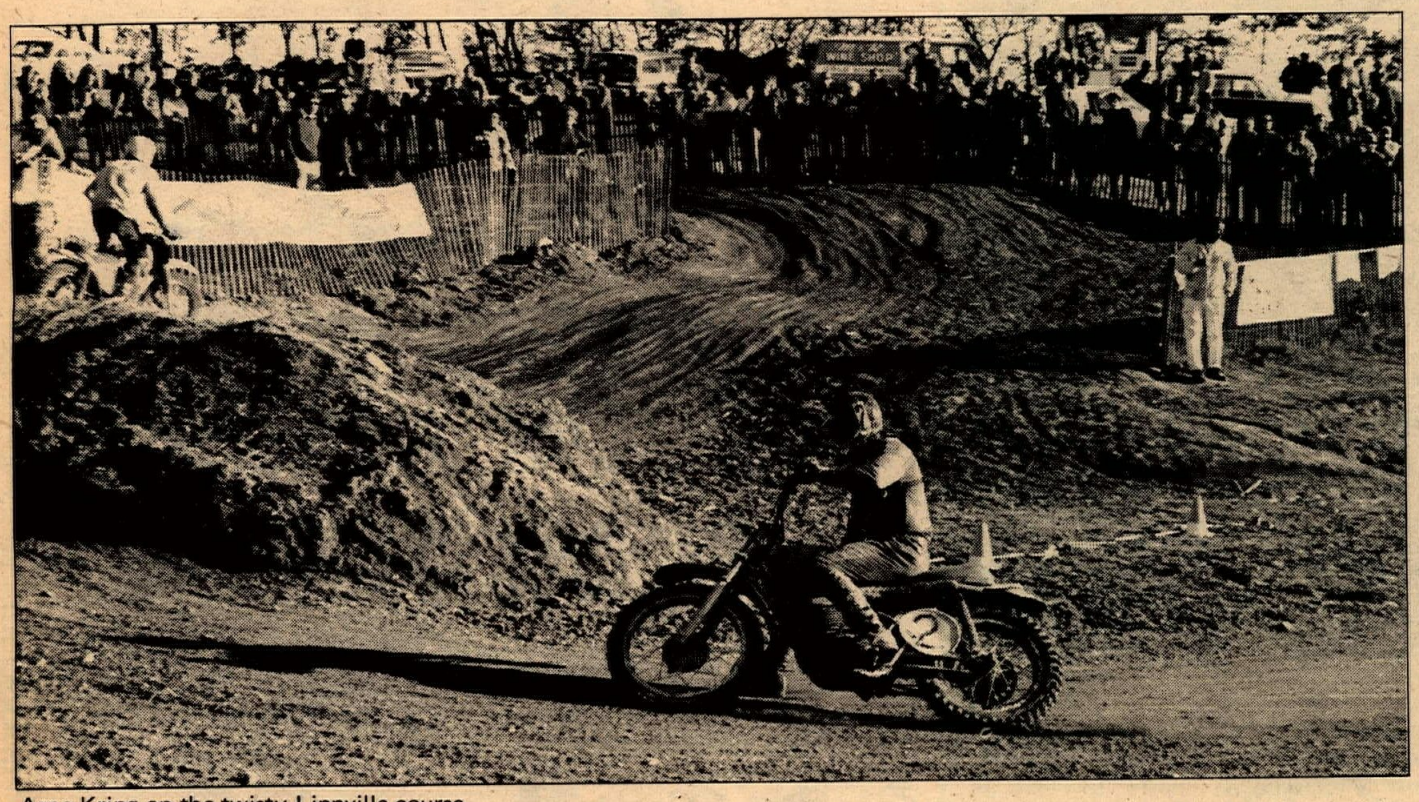


Flying is fun but coming down could be murder.



Arne Kring on the twisty Linnville course.

LINNVILLE, OHIO, Oct. 19, 1970 – "I've never been to a worse scored race, either in Europe or in the United States," said Russ Darnell today following Sunday's highly criticized Inter-Am here.

"Nobody knew who won, they had riders names in races in which they hadn't raced, some were left out completely...it was just a mess," he continued. "In fact, we had to wait until 10:30 last night just to get paid and even then they weren't sure who finished where. They did say that Ake Jonsson won and Bengt Aberg was second but that was easy because they were way out in front, anyway. It was frightful."

"To get the official, official, official results will take them three weeks or more," he added. "When the promoter goes around asking who was first, second, third, etc...well, it's terrible."

Today, the promoters and officials went into conference in Zanesville, Ohio, to attempt to work out the official results. But, as of press deadline, the only official winner to be announced was Jack Penton in the 125cc class.

Aberg took the lead in the first moto and was being pressured by Jonsson when he went down, allowing Jonsson to take the flag. In the remaining two motos, however, Aberg was able to hold off the charge and won each with Jonsson second.

General feeling is that Darnell took top American honors ahead of John DeSoto and either Bob Grossi or Tim Hart, but this, too is not verified or denied by race officials.

A mudhole at the bottom of a 90-degree hill had to be filled in at the end of the first moto as the riders were getting stuck up to their knees in the shallow places and up to their gas tanks in the deeper sections. Adding to the trouble, mud covered the number plates making it difficult for the lap counters. But, this could have been corrected had the promoters used the back numbers which were available but never issued.

Several riders were injured including Torston Hallman, who was involved in a chain-reaction, eight-man pile-up in the first International moto. Hallman tried to avoid running into a rider and attempted to go around him when he collided with another rider and set off the chain reaction.

The accident left him unconscious for a few moments, but Hallman was able to leave the track under his own power when he was revived. He suffered only face lacerations and a skinned nose.

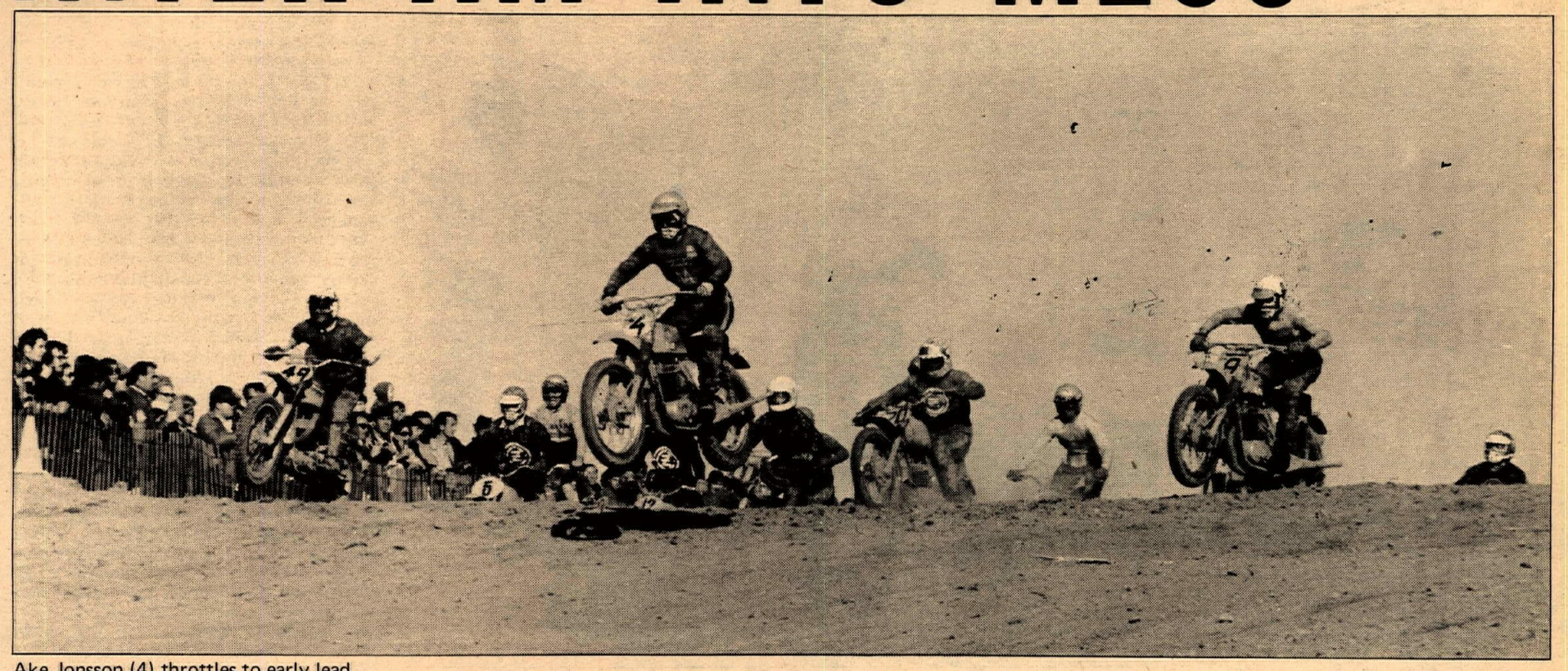
Roger DeCoster may have suffered foot injuries when he was involved in another wreck.

The controversy which has erupted over results of the Inter-Am comes at an awkward time since the Maico factory has disputes with the official results at Elkhorn, two weeks ago in which Bengt Aberg is listed as the winner when, in reality, Jonsson won but was denied points in a tabulation error.

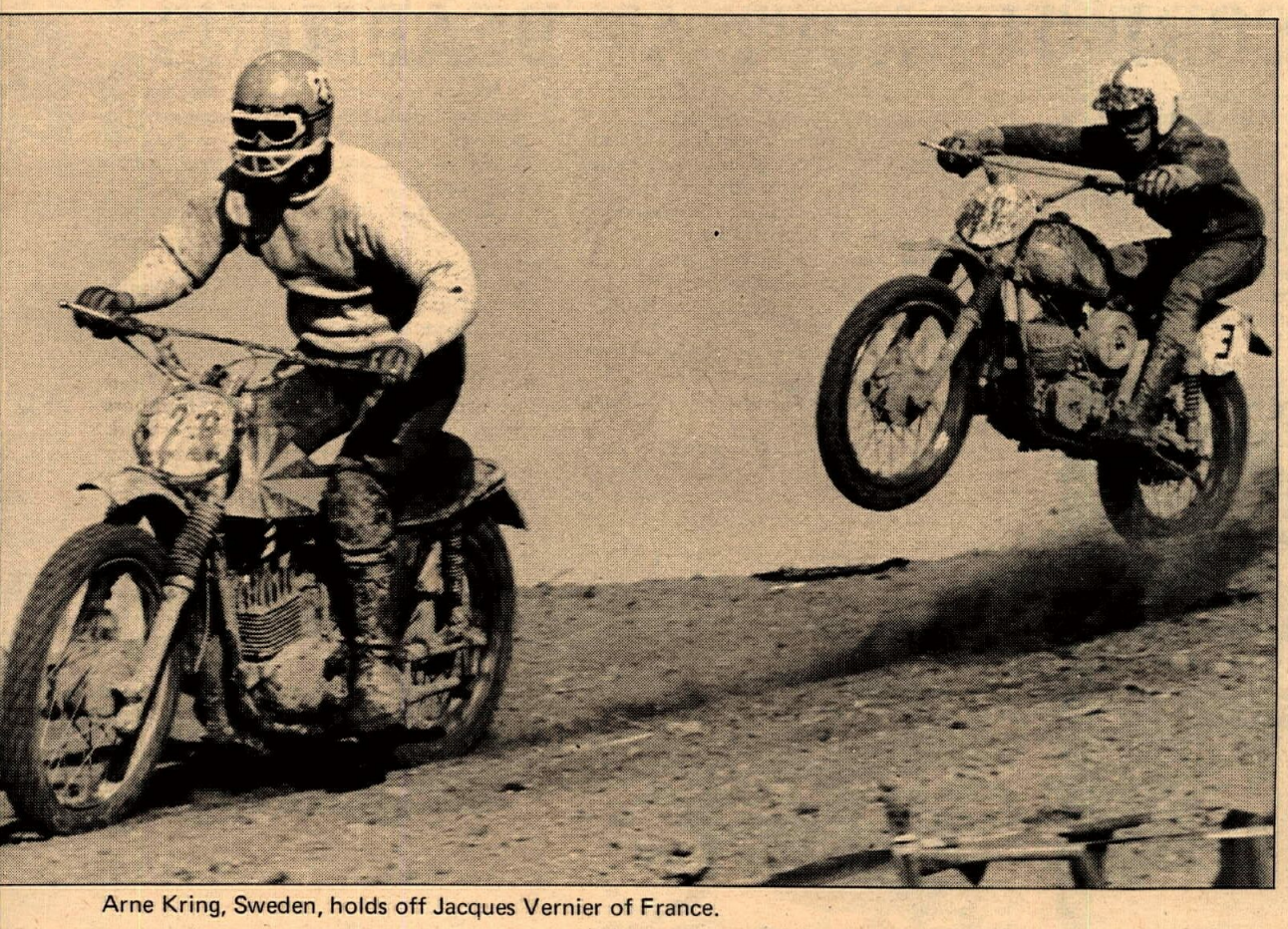
Bengt Aberg and his "chest protector".

Dust wasn't always low.

INTER-AM INTO MESS



Ake Jonsson (4) throttles to early lead.



Arne Kring, Sweden, holds off Jacques Vernier of France.

Here's one reason there was trouble figuring out the results...the number plates covered by mud from the "mudhole".

TRANS-AMA SWEEP BY ENGLAND, BSA

UNADILLA, N.Y., Oct. 18, 1970 — England and BSA made a clean sweep of the second Trans-AMA event held here today by snagging the first four positions in the featured races.

Jeff Smith, as expected, grabbed first place honors and led BSA teammates Keith Hickman, John Banks and Dave Nicoll toward the checkered and top money.

It was the second week in a row that Smith has taken first and it now appears that he will win the series with ease, barring mechanical failure.

Peter Lamppu was easily this continent's best, running very consistently near the front and was listed ahead of Nicoll when the unofficial post race results were issued. When "officialized", however, he was dropped to fifth place.

First American was Bob Thompson, who finished next on an Ossa. He is still suffering from a broken shoulder sustained earlier this year and couldn't lift his arm after the final heat.

Engine fatalities were numerous.

Brad "The Brat" Lackey, last week's support winner, led the second heat on a CZ until his bike quit. Barry Higgins, riding a prototype Ossa with a new frame and five speed gearbox, broke his motor mounts during the first race but had them repaired for the next. Joining him as a spectator in the first moto was Gunnar Lindstrom, who blew his gearbox. Lindstrom did not bother to repair it, and watched for the rest of the day.

As it has been bruited about, BSA will introduce a new motocross bike this fall. Dave Aldana, who was fast and spectacular but spilled far too often, and Lindstrom were riding machines totally different from the English versions. It may be assumed that these were the "works replica" bikes to be introduced by BSA.

Proprietor Ward Robinson changed the course to slow down the riders with more changes still in the works. It was measured at 9/10ths of a mile in its original configuration and is a little shorter now.

Lindstrom said that it is not like most European Grand Prix courses he has seen.

(Results on page 20)

Torsten Hallman after first moto pile-up.

MARTINO WINS RAM'S RACE

By Dick Wright

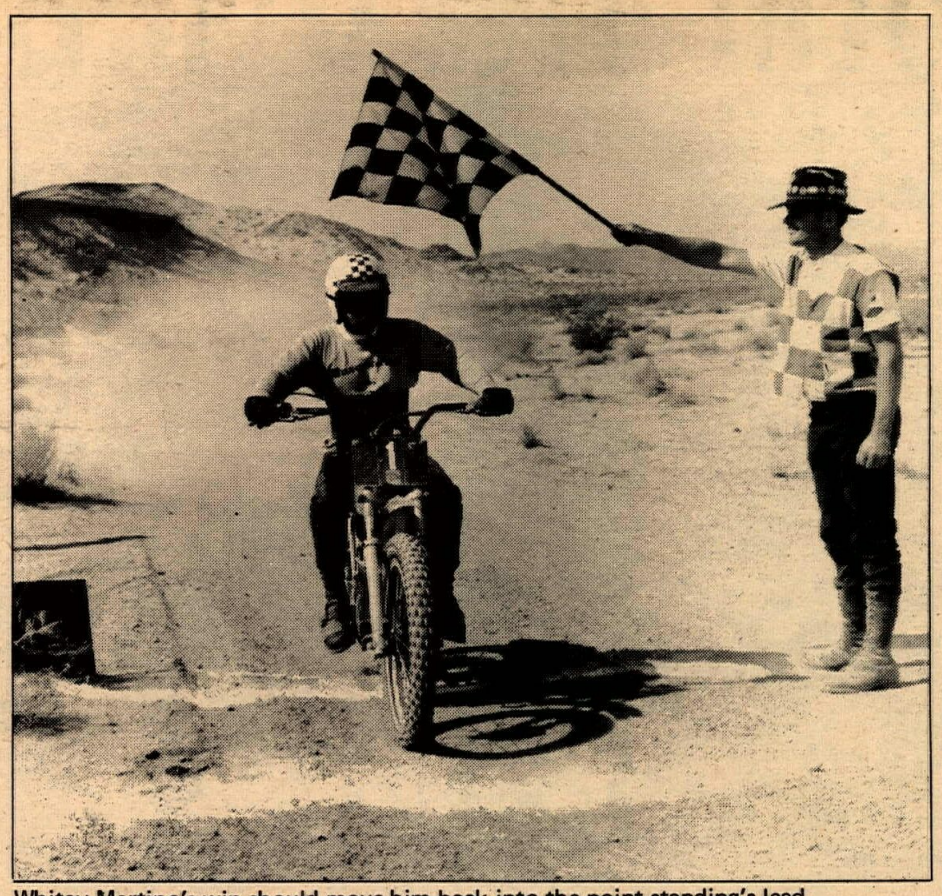
SOGGY DRY LAKE, CALIF., Oct. 18, 1970 – Whitey Martino picked up a big win on his Husqvarna, which should move him back into number one position in the point's standing. Rich Thorwaldson, who had a twenty-five point lead before the race, took eighth overall.

The Rams had over 800 entries for the start of their race. The end of the starting line couldn't be seen, as there was a low overcast of dust and fog.

Three trails left the smoke bomb so it was hard to say who had the lead. Rich Thorwaldson was running sixth and Whitey was running seventh. The first loop was a fast thirty-five miles long and Whitey led it into the pits, after about forty-five minutes. He had taken the lead, halfway around, from Bruce Dunford who was now running second. The course was dusty and there were a lot of riders spread out over the desert. Some of them missed the red check in the first loop.

The second loop was forty miles long, had many more rocks and was tighter. Whitey made this loop in about an hour, and came down the long deep sand hill and into the finish to take the checkered flag. He said the course was, "Bitchin, they had plenty of lime, it looked like a white highway across the dry lake". (That was so the riders could stay on the course and out of the bomb craters). Bruce Dunford, No. 200M, was second, also on a Husky. At the finish line he said, "That Martino is strong. He came by me in the rough stuff and wouldn't let off. It was all I could do to hold on and keep him in sight."

Steve Kirk, No. 2, was third on a Montesa; fourth went to Tom Smith on a Husky. Dick Camp, No. 7x, came in on a flat front tire to take first 250 class on his Bultaco. Jim Corning, No. 26x, was second 250 on a Husky. D.K. Houser, No. 102, took first 500 Amateur also on a Husky. Eric Jensen, No. 10x, was the first 125 in on a Sachs. He was 13th overall! Tom Clodt, No. 301M, moved up very well on his Husky to take first 500 Novice. Jack Knebel, No. 702MX, charged into take first 250 Novice. Larry Mahoney, No. 187, rode his big Triumph in to take first Open class. Jeff Wright was the second 125 Expert on a Rickman.



Whitey Martino's win should move him back into the point standing's lead.

There were a lot of 100cc class riders on the line, and they went off shortly after the big bikes. Mitch Mayes, No. 23, had the lead at the bomb on his Harley Davidson. Terry Clark, No. 2, also on a Harley, had the lead coming into the pits, but had to have a rear tire changed. Cortis Brooks, No. 12, took over the lead going out of the pits, Clark got going again after a six minute pit stop. The 100cc class had trouble on a rocky sand hill in the first loop which spread them out pretty good.

Brooks came into the finish line to take the win on his Hodaka turned by his dad, with a couple of minutes on Clark who took second. Richard Jensen, No. 909, was third overall, first Novice. Don Ogilvie, No. 444m, was fourth on a Harley Davidson. Super Red Dot Dave Griffith, No. 217, took first Amateur on his K & G tuned Rickman.

The Rescue 3 group were out with their new Yamaha Mini Enduro, which was donated by Yamaha for a drawing to be held Dec. 13 at Prospectors M.C. European. The chances are a dollar and go towards a new communications set up platform and all. It's for us so everyone should buy one. Also F.E. Plus is donating two cases of goodies.

(Results on page 20)

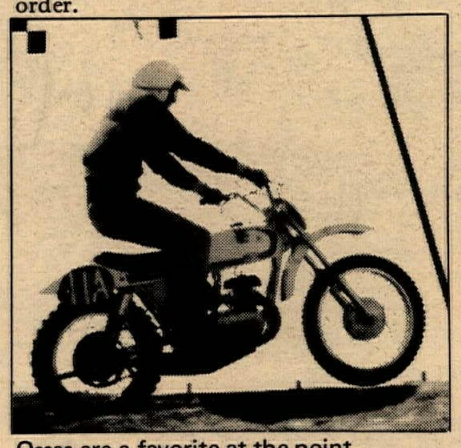
RECORD TURNOUT AT DEADMANS

By Dave Brown
Photos by Katie Orth

APPLE VALLEY, CALIF., Oct. 18, 1970 – A record turnout of 217 riders and beautiful weather got together to make for one of the best days of racing at Deadman's Point. Promoter Bob Dresslar managed to run off 48 races, with no major injuries and a super track, in just under six hours.

In the first division of 100's Mark Stevenson on his Suzuki won the first moto. In the second moto he had some problems and after some good riding managed to move into first starting the final lap only to crash on the last jump. He was back to tenth before he could get going again. A strong win in the third moto gave Mark the overall win with Don Urbanek bringing his Hodaka in for second.

The 250 Senior class, again offered some of the best racing of the day. The first moto saw Rex Statten on his Ossa get out into front. He was pressured by Jerry Willmon on his CZ, then up came Ron Peterson on his Yamaha. He got by Jerry, then really put the pressure on Rex. At the flag they finished in that order.



Ossas are a favorite at the point.

The second moto saw Jerry get off the line well, never to be headed. Jim Hoover on his CZ and Ron Peterson diced for second with Jim finally winning out.

The third moto belonged to young Jim Hoover. He put his CZ out in front and Jerry tried every way he could to get by Jim but there was no catching him. Jim held on for the win with Jerry getting second in that moto which gave him a first for the day with Jim in second for the day.

The 500 Jr. class saw Montesas taking three of the top four places but Tom Buck on his Husky came up with two wins and a third to get the big number one for the day. Ken Ratzloff was second.

The 500 Seniors saw scrambles rider Sandy Armstrong do an excellent job to capture wins in the first two motos on a CZ. Dewayne Brown gave Sandy no slack and then in the third moto Sandy's front tire went flat. This put Dewayne in front and headed for an overall win. Right at the yellow flag Dewayne lost it and took a header. This put him back and let Sandy capture the win for the day. Consistent Bud Feldkamp was right there to get the win in the third moto and second for the day with Dewayne getting third.

It was a fantastic day and everybody liked the track. The next race will be Sunday, November 1st.

The decision on the recent hearing to continue racing at Deadman's will be announced on November 9th.

(Results on page 20)

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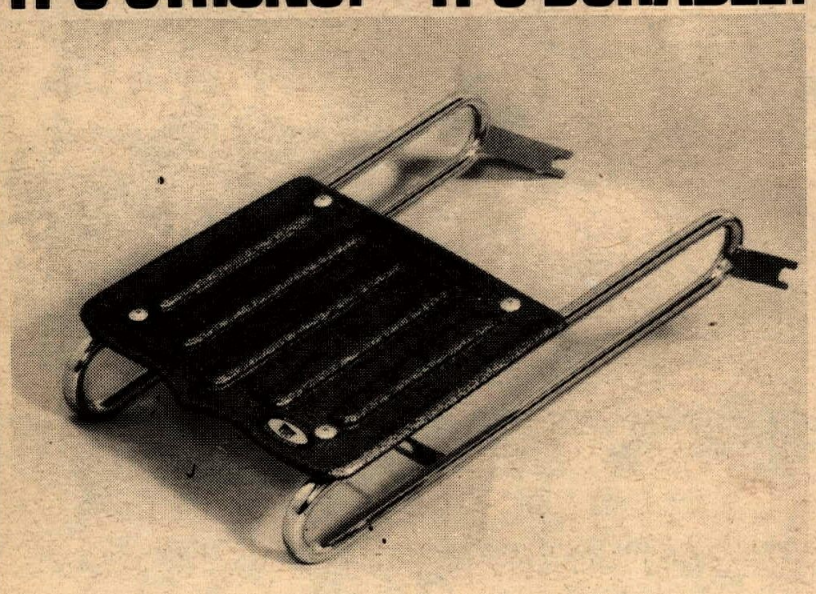

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MC GILLIVRAY BREAKS TRACK RECORD

By Marty McGillivray

WILLOW SPRINGS, CALIF., Oct. 18, 1970 – After an off week at Carlsbad last weekend, John McGillivray rolled to overall victories in both the Open GP and Heavyweight Production events Sunday at Willow Springs Raceway.

Besides winning both the heat and main races, McGillivray rode the fastest lap ever on a production motorcycle at Willow Springs. He was clocked at 1:42.5, which broke the old record by more than 1.5 seconds.

The race was strictly a two man affair between McGillivray's BSA and Steve McLaughlins' new Honda 4. Although the new Honda was fast, the BSA seemed to be handling much better, enabling McGillivray to go much deeper into the corners. McLaughlin was able to hold off the BSA for three laps, but on lap four the BSA rider took the Honda coming down the hill and never looked back. After the early dicing the BSA began to pull away, and had a comfortable lead at the end.

In the Open GP event it appeared there would be a very tight race between the Norton of McGillivray, and Don Emde's very fast 350 Yamaha. The heat race saw the Norton winning but barely. The main race saw the same situation shaping up when, on lap four Emde stopped going into turn one and returned to the pits. This left the race up to McGillivray and McLaughlin, who finished in that order.

Despite his troubles on the 350, Emde did win races on both his 250 Yamaha, and his 100 Hodaka. In the 250 race he was the class of the field, but further down in the pack, Alan Thompson put on quite a show. After starting last, Thompson got his Yamaha moving and picked his way through the pack, narrowly missing third behind Emde, Christopher, and Roche.

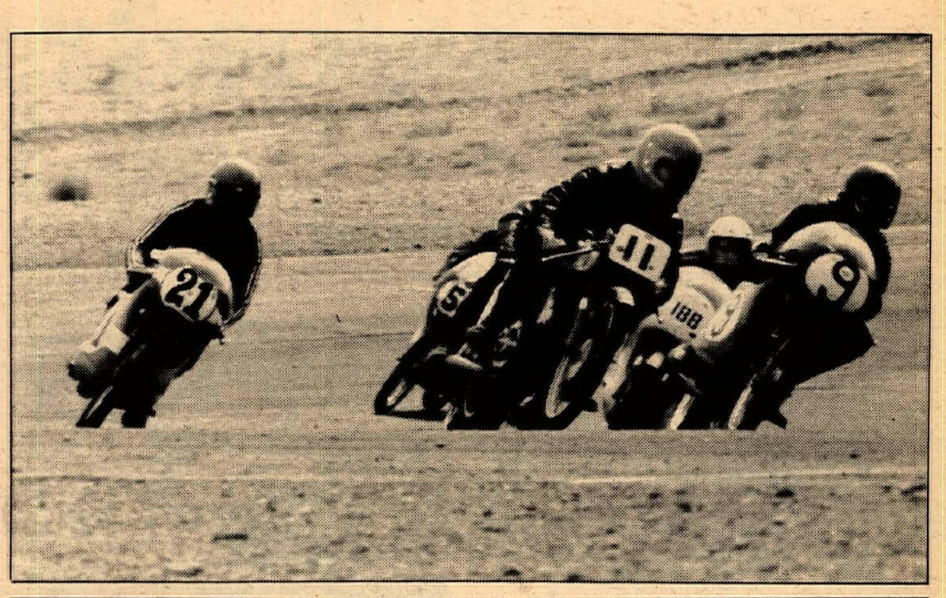
Pat Evans continued his winning ways. He had overall victories in the 125-200 GP, and 250 Junior race. He also took victories in his classes in the Light, and Heavyweight Production classes.

The next road race will be at Carlsbad on Nov. 8. This will be followed by the third annual International Road RAce at Orange County International Raceway, on November 20-21.

A new record was set in 50cc Class II class by Chris Anderson on an Italjet Vampire. Chris won his class, and lapped Willow Spring at 2 min. 13 sec., cutting six seconds off the existing record.

(Results on page 20)

John McGillivray tries to go outside of Steve McLaughlin during the Open Production race.



Three Way Battle At Perris

By Elaine Jones

PERRIS, CALIF., Oct. 17, 1970 – The 250cc Amateur-Expert class went right down to the wire with a scramble for first being waged by Toby Stanford, Doug Mason and Tom White. The first heat saw White headed for what appeared to be an easy win until Stanford came alive and came through with what looked to be a photo finish. Mason was second however. Mason blasted through to the lead in the second holding off Stanford's attempts to get around him. This time, White was left with the third spot. In the third moto Stanford wasn't running second to anyone any more and got loose to go on for the win.

Andy Skeel came out in style and rode to a very convincing win in the Amateur-Expert moto. Andy had to settle for third in the final go just to make sure the bike would finish because of valve problems. George Gillespie was second and has also given the big boys a lap time record to shoot for. Tony Denius and Skeel had the record for a 41 second lap and George in the third heat came up with a 39.4. Larry Stapleton was third.

Bill Goff rode himself to a Perris Amateur rating as he picked up his fourth trophy. Bill almost had three in a row but teammate Bruce Prior took the third win. Bruce Shelby, Montesa mounted, was second and Ken Miller another Harley Davidson teammate was third.

The Burtons in order to cut down on complaints until they go into court are offering $5.00 cash to anyone who trophies and is running with a silencer. Four strokes are not expected to muffle.

(Results on page 20)

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Steen's did it for motocross racing.

Jeff Wright knows what we're talking about. Jeff took the 125 EXPERT at Ascot on the 8th. Don Enler and Ray Lopez took first and third in the 125 EXPERT at the Big Bear Motocross on the 11th. All three were riding the Steen's Rickman Micro Metisse.

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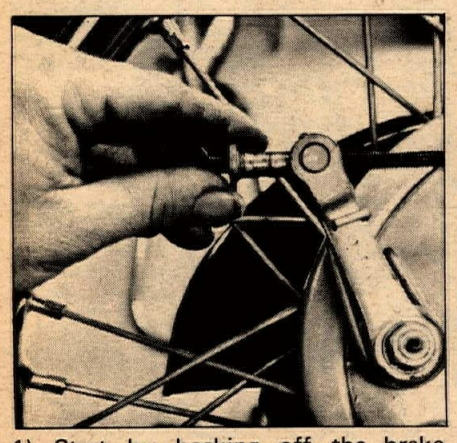
The Home Workshop

By Rod Breaker

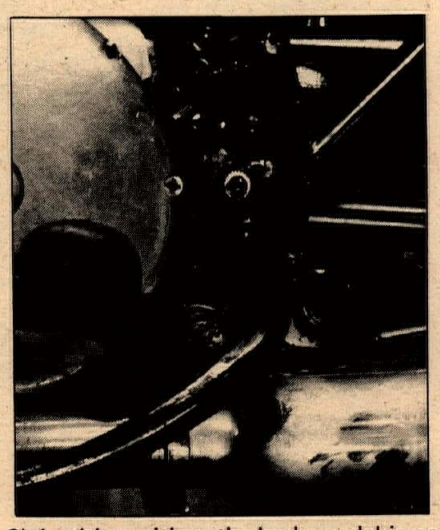
Many riders are lucky enough to go for the complete length of time that they own their machine without having to go into the clutch assembly. Others are destined to have to go into it and mostly they will blame the machine for a slipping clutch. If a clutch is treated right and taken care of, there is no reason that it should not last the life of the machine.

On Street machines, the most common abuse of the clutch is sitting at a red light waiting for the light to change and having the machine in gear. Although the pressure is taken off the plates, they are still spinning and bumping into each other and this will cause premature wear. If you have trouble getting your machine into neutral, you will find it a lot easier if you will pop it into neutral just before the bike stops moving instead of waiting until you have come to a complete halt.

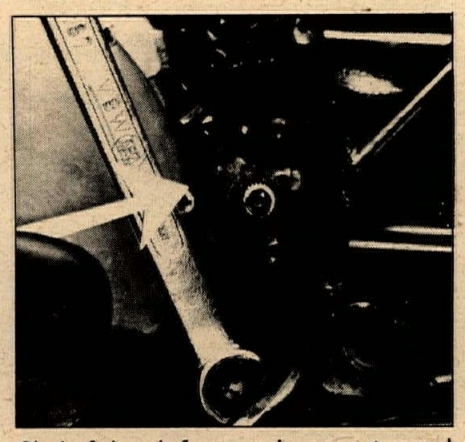
This particular clutch job is on a 650cc A65 BSA twin, but the procedure to be followed is basically the same for just about any English machine.



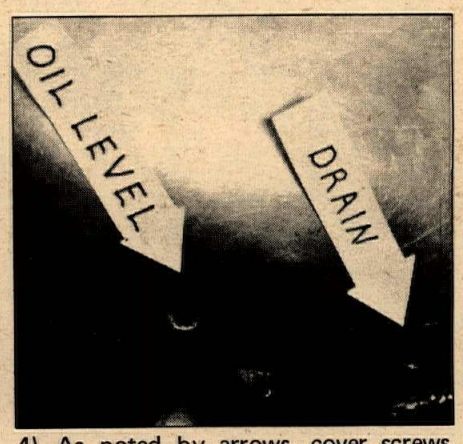
1) Start by backing off the brake adjusting nut so the brake pedal will drop down to clear the chaincase. Nut should be left on rod so the brake pedal is held in place.



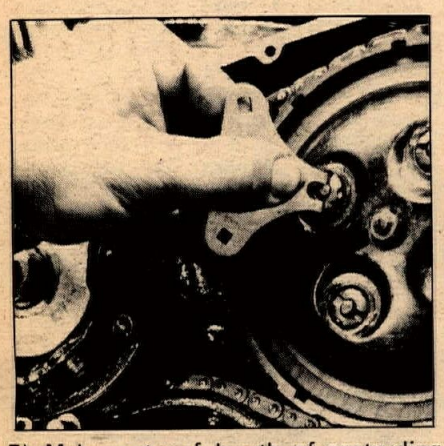
2) In this position, the brake pedal is no bother at all. While you're at it, tie brake light switch in 'off' position or remove tail light bulb to avoid discharging the battery.



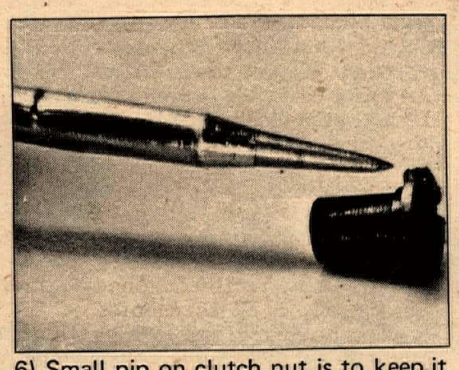
3) Left-hand footpeg is on a tapered shaft and the nut is a left-hand thread. After undoing nut, rap the footpeg with a mallet to knock it off the taper, then remove it.



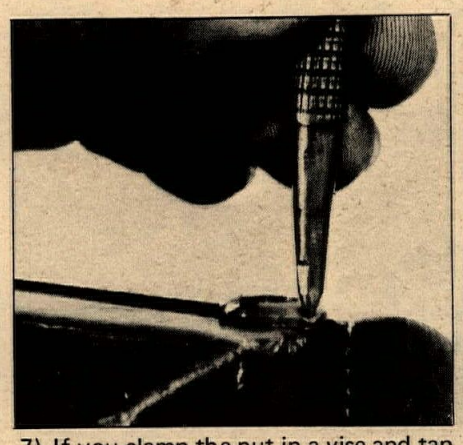
4) As noted by arrows, cover screws serve as oil level plug and drain plug. Although exhaust pipe removal isn't absolutely necessary it does make draining the oil neater and removing the cover much easier.



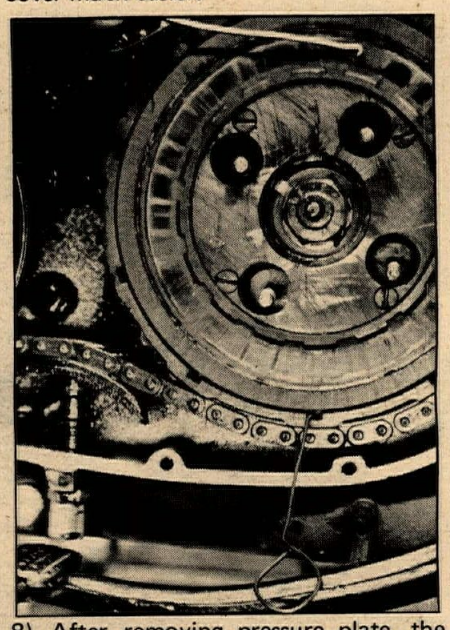
5) Make note of length of protruding studs before removing clutch nuts and replace the same way. Back off nuts in criss-cross fashion 'one turn at a time' to avoid warping the outer pressure place.



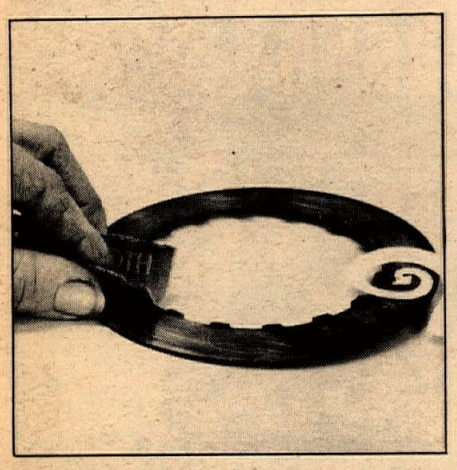
6) Small pip on clutch nut is to keep it from backing off. If it was sheared off by the spring end when you removed it, replace with a new one, or slavage as in photo seven.



7) If you clamp the nut in a vise and tap it wtih a punch, the pip may be renewed well enough to work again. But, replacement is always best and not all that expensive.

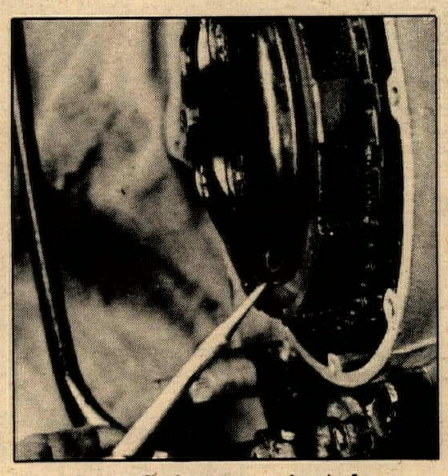


8) After removing pressure plate, the driven and driving plates may be taken off with a pair of magnets or fished out with two wires formed into a hook on the ends as shown.

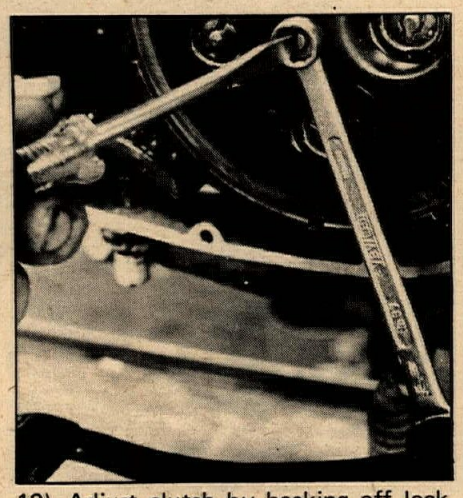


9) Clean drive (steel) plates and check on flat surface for signs of warpage. Break surface glaze by roughing up both sides with No. 100 grit sandpaper in circular motion.

10) A set of BT&E clutch plates were installed. Put driving and driven plates back into clutch hub alternately starting with a lined plate. BT&E clutch sets are easily obtained.



11) After refitting nuts, check for even adjustment by pulling in the clutch lever and either depressing the kickstarter or engaging top gear and rotating rear wheel. Adjust nuts to eliminate any wobbles of clutch plate.



12) Adjust clutch by backing off lock nut and screwing in the adjuster stud until tension is felt against the clutch pushrod, then back off ½-turn and lock down nut. Make any further adjustment at the handlebar lever.

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WILSON, CLEMENTS STAR AT CMC RACE

By David Swift

IRVINE, CALIF., Oct. 18, 1970 — Experts Jim Wilson, Billy Clements, and Jim Beauchamp were the fastest of all those who went to Saddleback last Sunday. The California Moto-sport Club's weekly motocross series attracted some 300 racers, including enough Juniors to fill up 10 divisions.

The track had been thoroughly soaked the night before and Ol' Sol was reluctant to pierce the haze. As a result, nary a speck of dust was raised until the last few races.

The riders were quite fond of the bite the track offered and no one took more advantage of it than Billy Clements. While he wasn't exactly ripping off some spectacular starts, the Pasadena youth continually set a pace the competition couldn't maintain. Clements ended each race with a good deal of daylight between he and whoever happened to be in second.

Bryar Holcomb managed a second overall but didn't make it look as easy. The night before, he received two slightly used bikes from the local Greeves Distributor. The controls were the opposite of what he was used to and, to quote Bryar, "This is the first time I've ever ridden a 500 — and it's fast!" The 16-year-old Holcomb still had done rather well — a second and a third — and was ready to crank it good on the last go-'round. As he downshifted into the first turn, his shift lever fell off leaving him stranded in third gear the rest of the race. Still, the abundant torque on hand pulled him around to enough points for a second.

Jim Wilson tried out his CZ for the first time and won the 250cc class.

Billy Clements got three wins for an overall victory in the 500cc class.

Incidentally, Holcomb's 250 had a broken tranny and Clement's Husky was sick. Jim Wilson had a new CZ and it was just fine.

Wilson was riding his 250 only; he stated that his leg was still ailing and he was going to "take it easy". It wasn't all that easy, but he definitely did "take it". Wilson was beaten decisively by Bob Messer the first time. The two really mixed it up the second time for a couple of laps until Jim twisted it back and split. This race, and his next one, were won by long shots while Messer took the number two spot.

The 125 Experts put on the unique show of the day. The top three riders, Jim Beauchamp, John Garcia, and Dave Davis all finished one-two-three, respectively, in all three motos.

The Juniors arrived in mass with five divisions of 250's alone. The only one to sweep his class was Jim Henry in the division of the 250's.

Most riders were very fond of Saddleback's course — the key word was "fast". The course bore a more-than-casual resemblance to the TT scrambles track just over the hill with both having a lot of sweepers and only one real jump.

The CMC handled the whole affair with professional aplomb and, despite the crowd of machinery, there were no hassles and no time was wasted between races.

Next week, the CMC MX will be at Carlsbad.

(Results on page 20)

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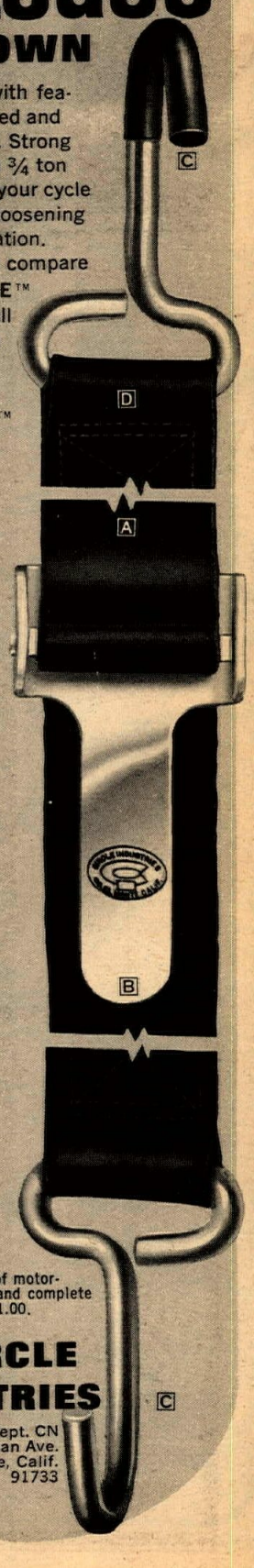

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CYCLE NEWS TEST: THE PUCH

By Ron Schneiders

The Puch 125 is one of those special purpose machines that are becoming the standard these days. It was designed to win motocross-type races and everything not essential to that purpose was discarded. Road testing such a machine is in some ways a little silly because the only test that counts is its test on the field of battle and that can't be simulated. What follows, then, is not so much a test as a description of the bike and my impressions while riding it. The result sheets in the next year will be the real road test.

Our first exposure to the Puch turned out to be something of a disappointment. It was pretty and shiny with its red and white tank and few bits of chrome, but it wouldn't run right. We took it to Saddleback Park, expecting to have quite a day with it but all we had was mounting frustration as the bike loaded up, four-stroked, refused to start at all and finally it stopped all together. Back to its guardian it went. Three weeks later we got it back, and again headed for Saddleback. This time it not only ran, but it ran very well.

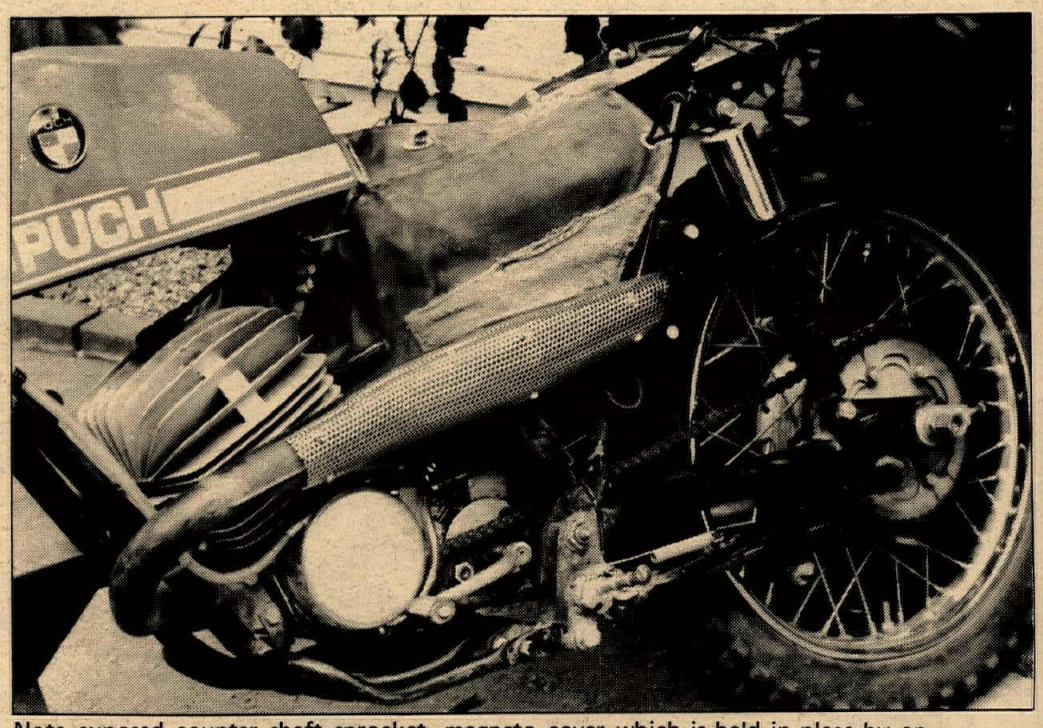
Starting the bike cold was still not a one kick proposition but it did fire within a reasonable length of time and thereafter did not require more than one or two kicks. It is necessary to tickle the carburetor for the first start, which is slightly difficult because the whole carb is shrouded to keep out dust. For some reason this shroud does not seem to work as it should. Rather than keeping out dust, it seems to trap dust inside. When we removed the shroud we found the carb to be much dirtier than you would normally find an unshrouded carb.

Riding the Puch is an exhilarating experience. It has a fierce amount of power in fairly wide band. Turning it on hard can produce great showers of dirt, breathtaking acceleration or a hair raising wheelie, depending upon conditions. I would rate the Puch's power as being equal to or better than that of any other stock 125. The Puch has six fairly closely spaced gears and it needs them because out of the power band there is nothing. For this reason the bike would probably be disappointing to cross-country racers and enduro riders.

Handling is a subjective topic; what one person feels is great, another thinks is stinking. I had mixed emotions about the Puch's handling, but I think most expert motocross riders would really dig it. Less expert types will find it scary. The bike will go in a straight line across incredibly rough ground, going diagonally across ruts and over holes and rocks with complete indifference. I don't know where its limits are: I couldn't ride it fast enough to find out. I do know I don't want to be on a bike when it hits something hard enough to bottom those front forks. This is great for motocross, but the other side of the coin is that the suspension is so stiff that riding is always work. If you aren't riding on the edge of disaster, the suspension doesn't work and the bike beats you to death.

Steering, as might be expected, is snaky-quick. When you turn the wheel, you had better be ready for things to happen. When the traction is good and the power can be used to advantage, the direction of the bike can be changed so fast it hardly seems possible. Just the thing for getting around somebody who doesn't want to be passed. Six feet of open ground and bang! you're by and gone. Making turns on off-camber loose surfaces is something else. The bike is skittery and tends to go down fast.

Going up and down steep hills presents its own problems. To get up a long steep hill, you have to hit it fast with lots of gears left because you can't let it drop out of the power band. You get way up over the front wheel, both to keep it down and to allow the rear wheel to spin. You must go up really fast, as befits a racer. If your courage fails, or if the hill is just too long or too rough, watch out. When you run out of gears and power, it's just damned tough to prevent looping. Going down is the same thing in reverse. The Puch likes to be turned on and it behaves best under power. Try to go down slowly, brakes on and clutch in and you'reripe to go on your head.



Note exposed counter shaft sprocket, magneto cover which is held in place by on three screws, typical of easy maintenance engineering.

Keeping the front wheel down is the order of the day under hard acceleration.

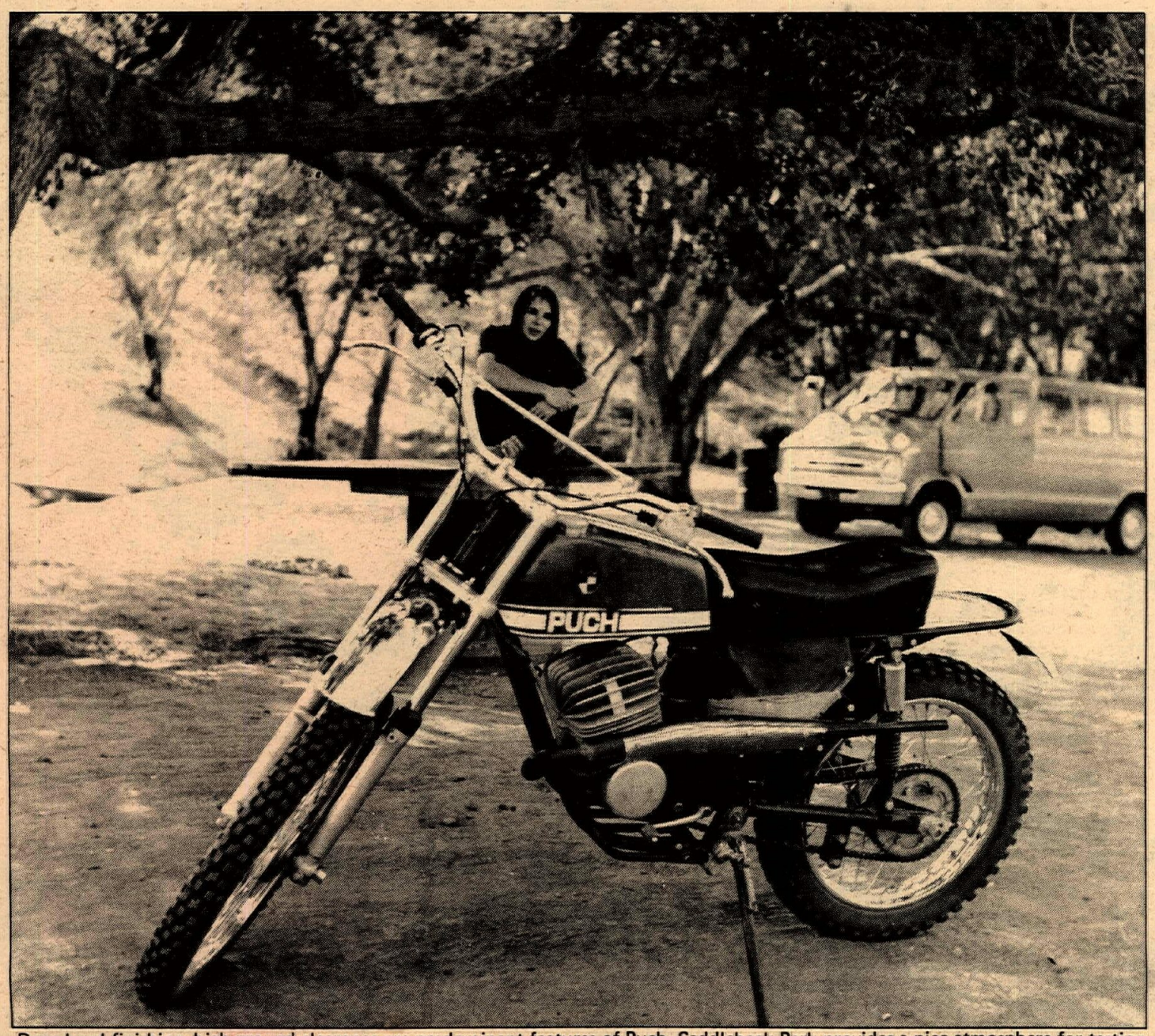
Engineering on the Puch, with some few exceptions, is first rate. The wheels have nice lightweight hubs with heavy duty spokes. Rims are steel (which I like, but many don't) and have on security bolt each, which is marginal. I would at least install one more on the rear. The brakes are more than adequate in stopping power but do not have a full-floating shoes which is the *sine qua non* for motocrossers. Apart from that, the geometry is quite good and the rear wheel doesn't hop excessively.

The forks are by Ceriani, which is to say the best, while the rear shocks are Girling. No complaints here, either. Control levers are Magura, complete with dust covers. Again the best. The handlebars I found to be a little low for complete comfort, but that is an individual thing. I am happy to say that the fenders are metal and very substantially mounted. The gas tank is fiberglass, very nicely finished for a competition bike.

Moving toward the center of the bike we come to my single biggest complaint. After about two hours of riding, the insides of both legs were rubbed raw and hurting. The left leg hurt from the expansion chamber and the right one, from the kick starter. It's really surprising because the Puch people have almost made a work of modern art of their kick starter to avoid that very problem. Somehow, it gets you all the same. Also the folding lever sometimes unfolds and catches your calf. There's no hope for that expansion chamber; it must be replaced with either a higher tucked-in one or a down pipe. (While you're at it, a larger diameter stinger would probably broaden the power band a little.)

The pegs are spring-loaded folding type, very sturdily constructed. The peg itself, though, is a rod with ridges on it. It's not the ultimate, either as a platform or from a safety standpoint. The brake lever (rear) is also a piece of formed rod and it sticks out quite a ways. I'd saw about an inch off the end

125 MOTOCROSS



Deep head finishing, high ground clearance are predominant features of Puch. Saddleback Park provides a nice atmosphere for testing.

of it. Both the brake lever and the gear shift lever are nicely positioned and easy to reach.

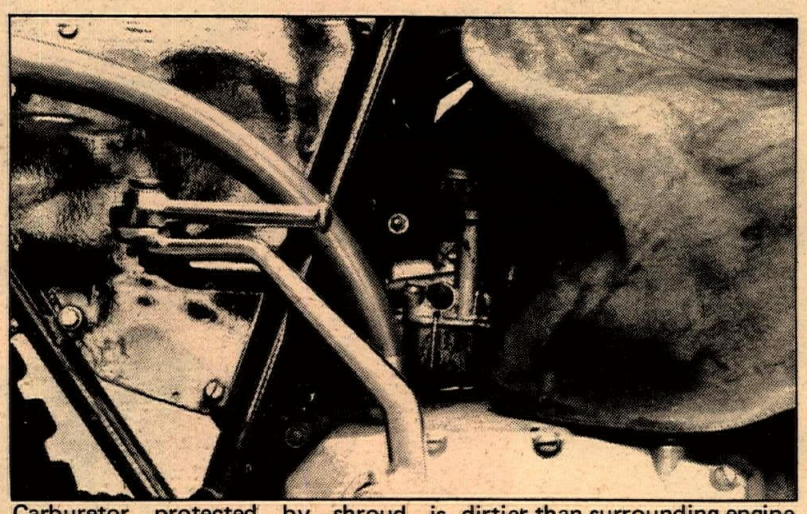
The frame is the popular double down tube variety. It doesn't seem to flex at all. Some additional rods have been welded to the bottom to serve as a skidplate. They should do the job, but I would feel more secure with a regular plate.

The engine's peripheral equipment is of the highest caliber. The carburetor is a 24 mm Bing center float, which is very reliable. The air cleaner is a Filtron unit which is stuck in a box under the seat. The box is covered by a second, interior shroud which really works. The air cleaner stays very clean and should go many races between washings. I note that the top and bottom of the Filtron unit have been greased to prevent leakage at that source. New owners would do well to observe and do likewise.

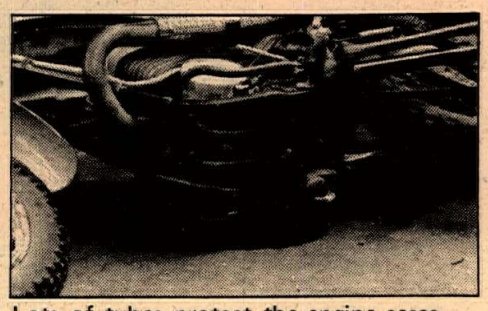
Sharing the box with the air cleaner are the ignition components, a coil, a capacitor and a little black box presumably containing transistors. The ignition is the new pointless, capacitor discharge, transistorized type, which requires no adjustment and has nothing to wear out. Energy is supplied by a Borsch flywheel magneto.

The design of the bike is such that it should be a dream to work on. Screws and bolts are of common sizes and easily reached and everything is designed to come apart easily. Take off two screws and the seat comes off (the nuts are welded in place). You then have access to the air cleaner and ignition components. The countershaft sprocket is completely exposed and can be changed by removing one nut. The rear axle screws out and the rear wheel comes off with no trouble, leaving the rear sprocket and chain in place. The gas tank is held in place by a leather strap (shades of MG TC days!). Access to the magneto is gained by removing three slot-head screws and a big nut. It seems as though almost any repair short of a lower end job, could be made between the heats of a race. This is a very attractive feature to a racer.

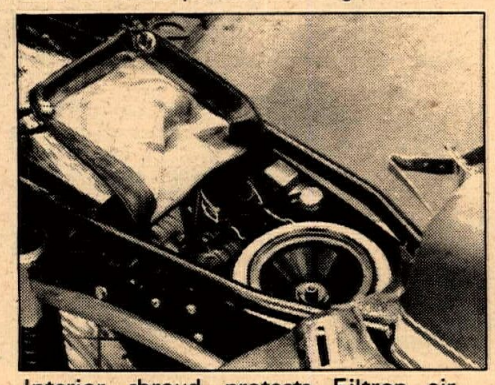
The bike is priced at $776.00 which is fairly high. But for the money the customer gets a real thoroughbred racing machine. The factory expects the demand to exceed the supply for quite some time and I expect they're right.



Carburetor protected by shroud is dirtier than surrounding engine.



Lots of tubes protect the engine cases.



Interior shroud protects Filtron air cleaner, electrical elements from dust and water.

PUCH 125 MOTOCROSS SPECIFICATIONS

ENGINE	2 cycle, single cylinder
BORE	55 mm
STROKE	52 mm
DISPLACEMENT	123.5cc
RATED HORSEPOWER	17 at 8,500
COMPRESSION RATIO	13:1
LUBRICATION	Gas/Oil Mix
PRIMARY DRIVE	Helical gear drive
FINAL DRIVE	chain
GEAR RATIOS	1st 34.39:1
	2nd 22.71:1
	3rd 16.72:1
	4th13.11:1
	5th 10.54:1
	6th 9.22:1
TIRES	Metzler 3:00x21
	3.50x18
CARBURETOR	26 mm Bing
IGNITION	Borsch Flywheel Magneto, Transitorized
FRONT SUSPENSION	Ceriani
REAR SUSPENSION	Girling
WHEELBASE	54in.
WEIGHT	206 lbs.
SEAT HEIGHT	31 in.
GROUND CLEARANCE	11 in.
FUEL CAPACITY	2.8 gal.

Despite delight of turned-on first-timer the Puch is not for beginners.

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Cycle News North

SCALING 'THE WALL' IS A 'TRUE' STORY

By Bill Spencer

LIVERMORE, CALIF., Oct. 18, 1970 — In the hills above the Livermore Valley overlooking the San Francisco Bay, is the Carneige Cycle Park and in amongst the rolling hills sits "The Wall". The wall is a 400 ft. mountain criss-crossed with cow trails and extremely loose dirt. With no water and the first winter rains still to come, the track was extremely difficult.

The Campbell M.C. held its first annual championship event here and "The Wall" remained unconquered except for one. Jim True rode his mighty Harley-Davidson up and over the trucky terrain to record the only time of the day on Al Clark's equipment. His run was at 21.18 sec. and remains as the official fast time for that hill. He received a number of well-deserved awards, including some hard green stuff. His toughest competition came from two fellow 650cc Expert riders who took home 2nd and 3rd place trophies.

Frank Durso went a long 370 ft. and Mark Smith was only 10 feet back for his best run.

True also picked up a second place in the 250cc Expert class with a tie at 129 feet. He and Manuel Ponte both shared that spot behind Larry Silva who hit the 180 foot marker to place as the highest in the Lightweight Division. Silva rode an exceptionally well prepared BSA to the win.

With the able cooperation of the Hillclimbers Assn. the 146 entries had a full day of great racing. The clubs' ability to work together shows up in well run events as was done at this one.

The Hard Luck Trophy went to Tom Kennedy for his spectacular run in which he made a good stab at a hundred feet only to fall off. His bike then decided it wanted to go down without any assistance and as it tumbled end for end, the bottom of the hill suddenly became as vacant as if a skunk had just walked in.

The 650 Novice class had some close results with Horrendous Henry Gonzales tieing for third spot with Dan Kennedy at 125 feet. Just five feet further up the wall was Milt Nunes at 130 ft. and first was Rex Horey at 146 ft.

The 350 Novice was also quite close with Mel Calton at 100 feet, Norm Larson at 98 and Bob Barber at 95.

(Results on page 20)

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Alviso Begins Short Track

By Patrice Kenyon

ALVISO, CALIF., Oct. 19. 1970 — The Eastside M.C. did a great job of presenting their first Short Track at Alviso. The track is smooth, hard and fast and a great improvement over the old surface.

Dave Lewis showed the 100 Novices the way as he led the Main Event from start to finish. He seemed to stretch his lead more and more each lap, while second place man Thornton Smith held off Mike Seidel.

After a restart and a few other delays, the 250 Amateurs were off again. Randy Seal jumped into the lead early followed by Pat McCaul, Charles McFimsey and Chuck Miller. Seal and McCaul stayed pretty close every lap and really put on a good show. The real action was in the back of the pack though. Bruce Brown had come off the line almost last, but by lap 4 he had worked into 4th position. At the finish of the race it was Seal, McCaul, McFimsey and Brown.

The 250 Experts had all kinds of problems getting started. They kept starting without the flag and just jumping ahead of the line. After about 6 tries they finally got off the line — one rider went down and a restart was called. Try again. About five minutes later the flag was dropped and the Experts were on their way again. John Gennai was first into the corner and never challenged again. Bob Scally was second, Mike Renslow third, Wheeler Gresham fourth. On lap 3, Allen Kenyon came from behind to take over fourth, three laps later he was second. Scally had dropped back to third and Renslow, who had been passed by Bob Goodman, dropped back to fifth. Kenyon kept gaining on Gennai a little each lap and Bob Goodman started pressuring Scally. On the next to the last lap Goodman passed Scally to take over third. On the final lap John Gennai was still the front runner, Allen Kenyon second, Bob Goodman third and Bob Scalley, fourth.

(Results on page 20)

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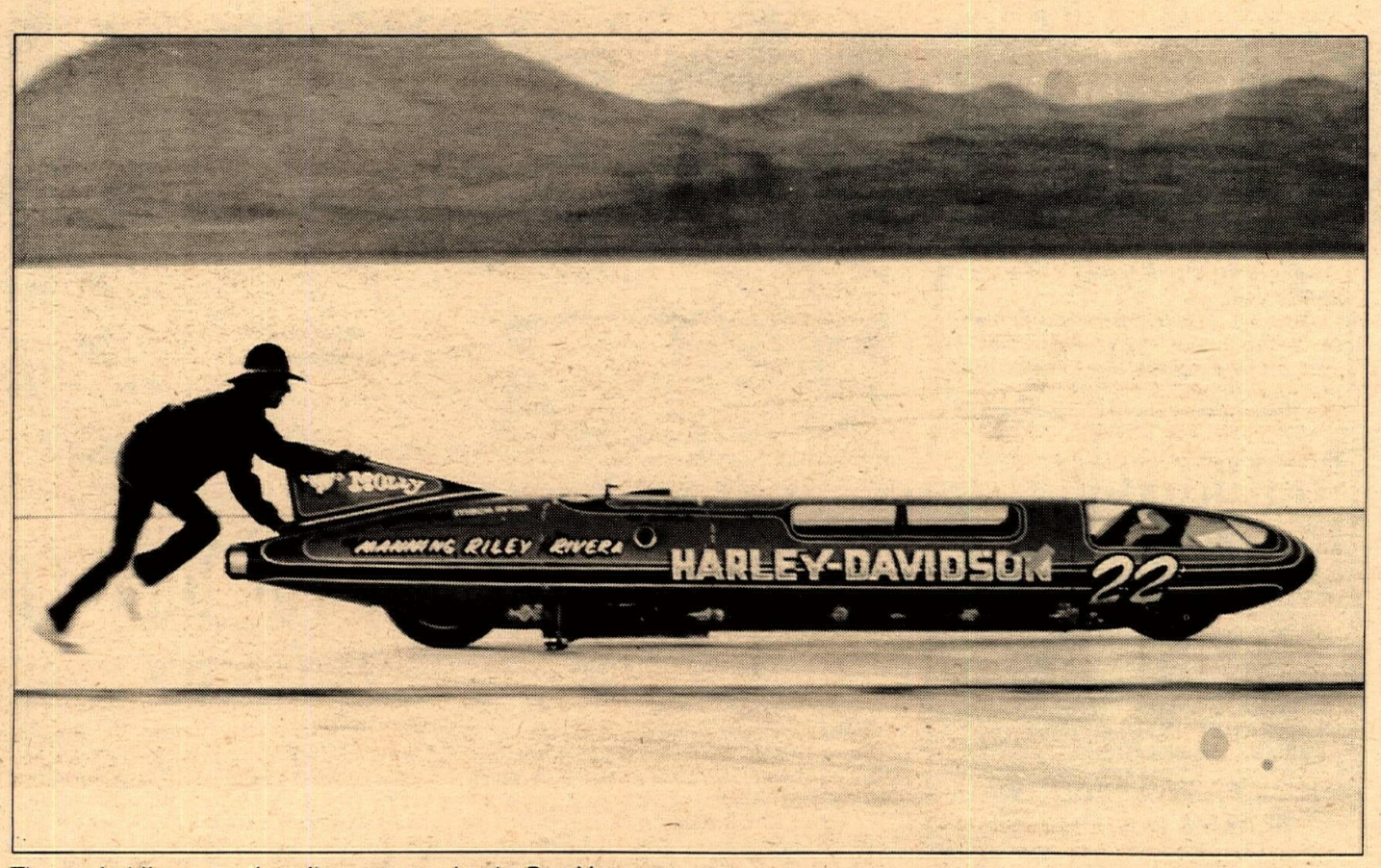


The guy holding on to the tail was rumored to be Don Vesco.

By Bruce Flanders

WENDOVER, UTAH, Oct. 16, 1970 — Harley-Davidson factory rider, Calvin Rayborn, today boosted the motorcycle land speed record to 265.492 Mph, just one day after breaking Don Vesco's three week old record, with a two way average of 255.380. Vesco had broken Robert Leppan's four year old record, on Sept. 17, when his twin 350cc Yamaha streamliner averaged 251.924.

Rayborn's first run was with an 83 cubic inch, H-D twin, while the second two-way pass down the salt flats was with a 90 cubic inch twin. Both runs were on fuel.

The 90 incher must be equipped with some sort of self destruct mechanism, however, as it blew the engine 300 feet before the lights and coasted through for the record.

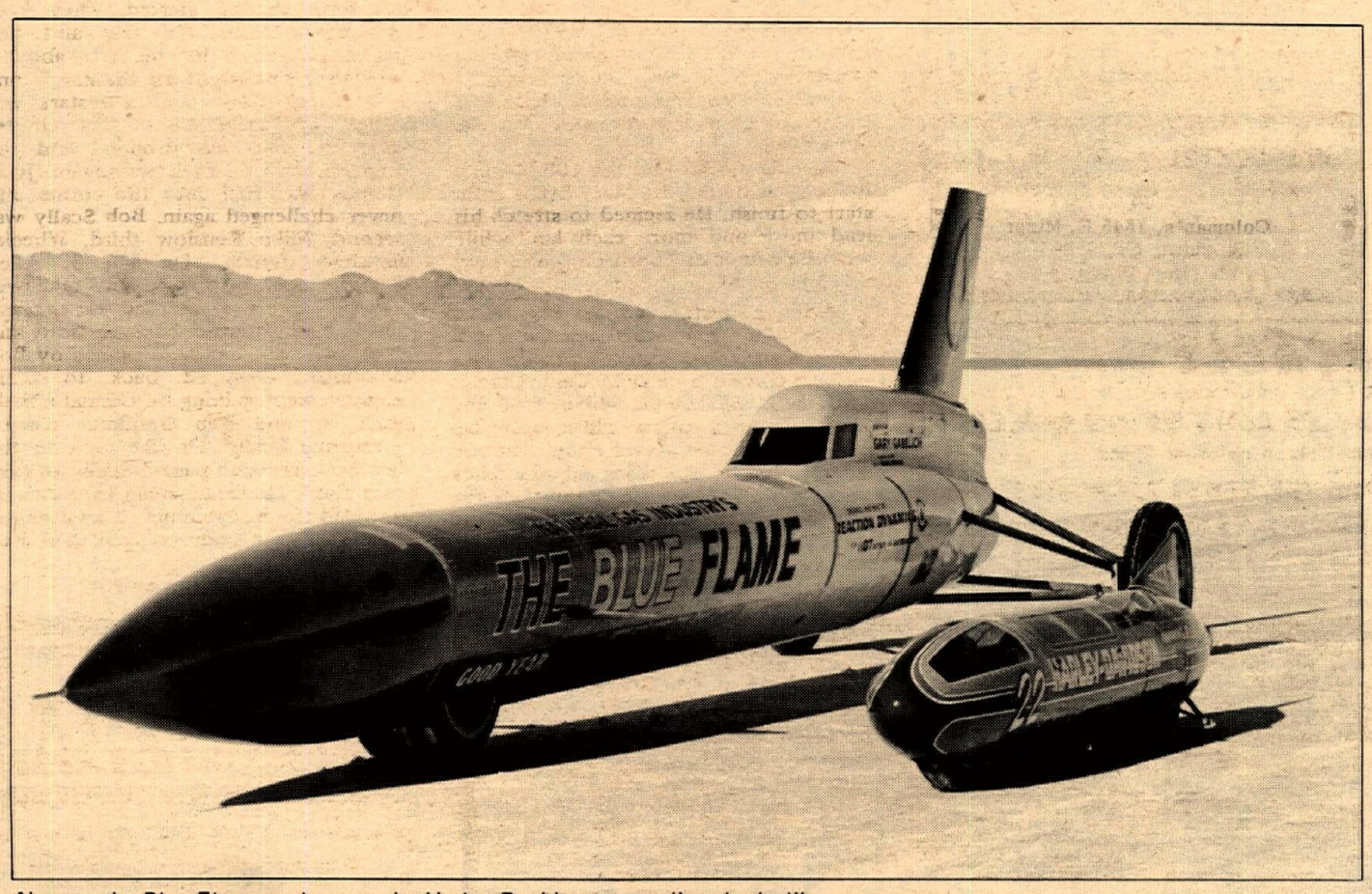
Afterwards, Rayborn remarked that his crew was "the hardest working crew anybody could ask for." And that's almost an understatement, because some of the crew members didn't sleep for three straight days and managed to keep the bike running, despite overwhelming problems.

Some of the problems were caused by ill handling and the liner went on its side at least six times at varying speeds up to 230 mph. The causes were finally cured but the effects on the beautiful Molly Paint job remained. The liner was referred to as "The Steamlined Wheaties Flake", if that gives you some idea.

A complete report should be in next week, including such now-famous Rayborn quotes, as "It's scary."

Furthermore, Leppan is now on his way to the salt with a twin-powered Triumph Trident, and rumor has it that Vesco will be following shortly.

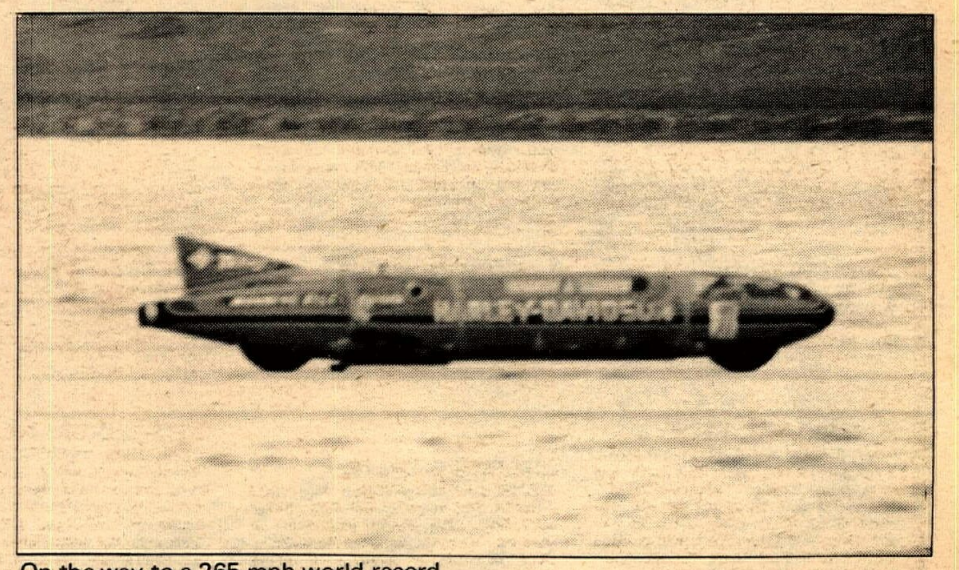
The next few weeks should prove to be interesting. Pray for good salt.



Next to the Blue Flame rocket car, the Harley-Davidson streamliner looks like a pontoon.

Rayborn buckles up, ready to go.

The Harley crew makes last minute changes.



On the way to a 265 mph world record.

HORTON, SANDERS SHARE TROJAN HONORS

By Eddie Smith

SOUTH GATE, CALIF., Oct. 15, 1970 — Tommy Horton and Bob Sanders shared the honors evenly tonight with two main event wins and a pair of trophy dash victories each at Trojan Speedway.

Horton's Kawasaki sped to first in the 125cc and 250cc TT trophy dashes to add to his victories in the 125 and 250 TT Mains.

Sanders rode a Kawasaki superbly to garner firsts in the 100cc TT trophy dashes as well as the 100 TT and Flat Track Mains. He then switched to a Bultaco to win the 250cc Flat Track trophy dash.

Dale Hopkins and Tom Warren were the only other victorious riders in the evening's events with firsts in the 125 and 250cc Flat Track races respectively.

(Results on page 20)

Into Trojan's first corner.

Conditions Perfect For HRA TT

By Gary Schmythe

HUNTINGTON BEACH, CALIF., Oct. 18, 1970 — Despite the local weather scene, hazy sunshine, fog, and such, HRA put it all together and provided aanother fine Sunday's TT meeting. The track was in near perfect condition, a bit tacky, but not on the heavy side, and to everybody's liking. Those gals from the Powder Puff Assoc. were turning in some good times.

A welcome back goes to Don England back from the tar-heel country. If you don't know where that is, well it is in North Carolina. Don looked over a lot of land back there, could be there is a HRA east in the making.

As usual all the heats were as eagerly run as if they were the Main. You could never be sure who the winner was until the black and white was waved. The only near bad spill of the day was when Mike Murphy lost it in turn four and slid a good thirty feet; he just got up and shook his head. Mike later took number two in the 125 Novice. Bob Roberts was mounted on a new 90cc (Suz) and earned a second in the 100cc Novice.

The Black was thrown on the 250 Novice after Mike Perez and a couple of other riders went down in turn one, Perez went on to pick up a third in the 250 Novice. Second slot went to R. Christner (Bul), while number one went to H. J. Morgan.

Tom White really got off the mark good in the 250 Expert and had a decent lead only to go down in turn five. Jerry Greer, back on his own bike after three weeks, took over the lead and held on for a win. Last week Jerry was on a little 100.

Mr. Huntington Beach, Bryon Farnsworth garnered the number one in the Open Expert. This guy is one of the greatest. Keep an eye out for the report that Bryon will be doing on the new little Yamaha. Mike Posey got second (Tri), and back in third was Ike Mizen (Tri). Come on out this Saturday morning if you want to see the new AJS, a little open house is being held.

(Results on page 20)

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scramblin' around

By Maureen Lee

Last week we wrote about the sporting riders who get paid for riding in sporting events in cold, hard cash, some doing as well or better than the true professional and this week we'll go into help that a lot of other riders receive.

This kind of help can range from a really super-type deal to being lucky enough to find a dealer who'll give you a few cents discount on a sparkplug! A couple of examples of super-type deals belong to a couple of top names, one of whom buys his own bikes but that's all he does, except pick up his equipment Friday night, ride it Sunday and deliver it back to the dealer Monday for a fixing up of anything that should need fixing up. Needless to say, his mechanical breakdowns are almost non-existent. But, because he never has to burn the midnight oil himself each week getting ready for the next weekend, some of his friends swear up and down he barely knows how to change a sparkplug! How sweet it must be not to have to stand in the middle of your garage at three in the morning, with a cup of cold coffee in one hand, spare parts in the other and wondering if you'll ever get the beast back together or if your wife won't leave for mother's the following morning because it's the third night that week you've declined to come to the dinner table!

Another super-goody deal belonging to another is that he buys his own bike at dealers cost from the distributor, then gets his own parts the same way but does all the mechanical work himself.

The kind of help we like to think the fondest of comes from what I call the good old-fashioned motorcycle dealer who still exist and who are usually ex-racers themselves. Their shops aren't the chrome-plateglass-carpets on the floor variety but they have a lot more warmth to them. These men try their best to help out the up-and-coming racer and sometimes the one who isn't a front runner but who is a regular competitor making a good consistent showing of the brand of machine he's riding.

We promised no mention of names, either personal or brands but as an example, maybe you ride a big twin and things come adrift and all kinds of horrible horrors happen to the innards, (if you've only ridden a ring-ding maybe you've never seen what a big bike looks like when things do get loose) but there you are with a parts bill resembling two payments on your truck, and we hope, a nice friendly dealer. His parts man will know doubt make all kinds of snide remarks about sloppy maintenance, lousy riders, etc. which is all part of the fun anyway but if you're lucky you'll come home with your boxful of parts for quite a bit less than what the list price is.

Some of your smaller dealers absolutely can't give as much help to riders as they would like to due to their over-head but when you really have a blow-up even 10% makes life a little more liveable. The thing that burns us, too, is that some dealers receive no backing from the distributor to help them help their customers out, so any help the dealer gives to a customer comes from his own pocket. In these cases a dealer may opt to help just two or three riders while another may give anyone a flat 10% providing they are a constant competitor. We don't like to mention this but every sport has its deadbeats and we have ours and some dealers have been soured away from helping any racer because guy ran up big tabs and then never paid even a nickle. To these types: every time you kick a bike over may it blow to smithereens. That's my Irish curse on you!

Now to get back to what started these two columns. We've noticed that riders who get the helping hand from a dealer, or from a friend who knows somebody in the right places, doesn't turn into the type of rider the guy who gets the flat fee for riding does. If you've forgotten what started this, dig out last week's Cycle News and run your eyeball down the column. But briefly we'll make the point again. There you go into a turn, elbow to elbow letting everything out and you realize the guy next to you ain't going to make it unless you slow just a little but it's the last lap and if you win there'll be that $200 waiting for you. Dig?

Personally, we feel that riders who do receive real great deals, either of money or a full sponsorship should be riding in their own group, against each other. If they don't want to ride the professional events for a purse every week, fine. But they shouldn't be in there with the guy who is lucky if a dealer can afford to give him a small break on parts once in a while and with the tight money situation of today, dealers are finding this increasingly hard to do.

At one time a suggestion was made in District 37 that a "Super-Expert" class emerge in the desert because at the time there was a long drawn-out discussion of who could get a top ten place plate each year, etc. This is too long to go into here but a "Super-Expert" class would have given the guys who always ended up in the twenty to thirty finishing places a better chance for a number one plate. The "Super-Experts" would have their own point system and just have at it amongst themselves. This system could work equally well in any type of racing. It's something to rap on for the future, anyway.

(To be concluded next week)

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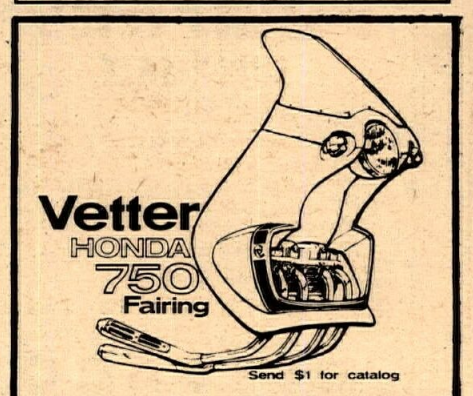
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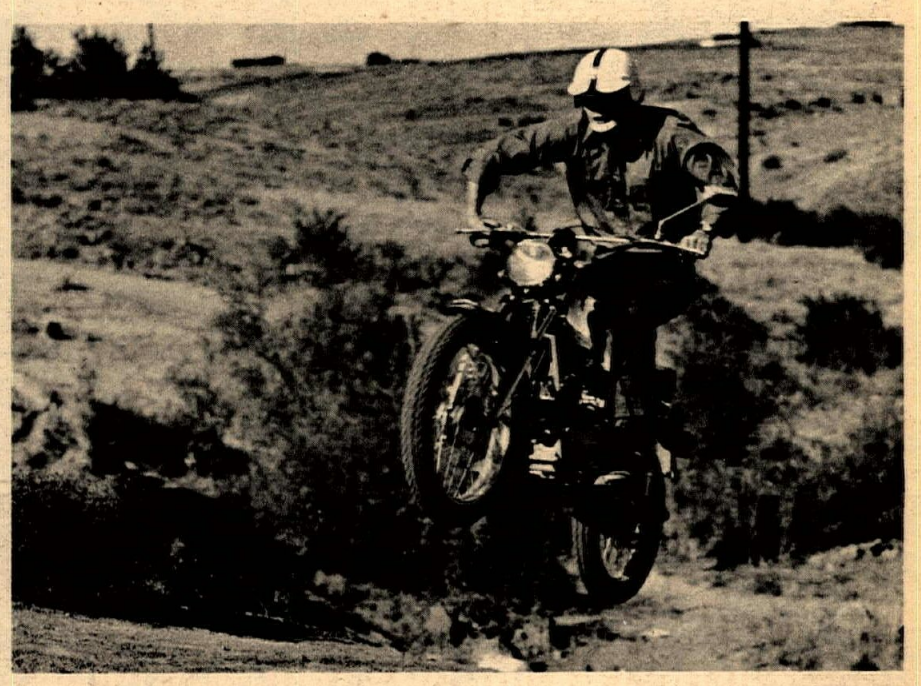

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T. Gutierezz Yam
T. Cook Bul
R. Hummel Bul
R. Williams Yam
B. Brown Yam
250 JR.
J. Henry Mai
G. Merreth Oss
D. McLeish Yam
J. Maxwell Cz
I. Blain Kaw
500 JR.
H. James Cz
J. Robertson Cz
R. White Cz
K. Ratzloff Mon
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125 EX.
J. Wright Ric
B. Hosford Yam
J. Garcia Bul
G. Cunningham Yam
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R. Messer Mai
J. West Ajs
D. Messer Oss
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T. Shumate Cz
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R. Messer Mai
R. Thorwaldson Ric
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M. Causey Mai

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By Mike Capalite

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Dave Gifford Jap
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B. Hawkins (Scot) Jaw
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Billy Grey Jaw
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Steve Bast Jaw
Mike Bast Jaw
Dave Gifford Jap
HANDICAP MAIN
Jim Gresham Jaw
Steve Bast Jaw
Mike Konle Jaw
John Fishburn Jaw
G. Fishburn Jaw
Jim Anderson Jawa

TT SCRAMBLES
Perris, Calif.
Oct. 17, 1970
By Elaine Jones

50cc POWDER PUFF
L. Lewis Yam
Ron Bell Suz
Vickie Conley Kaw
100cc NOV. DIV. I
Steve Bales Kaw
Vic Hensley Yam
John Shipley Kaw
100cc NOV. DIV. II
S. Sturgill Yam
Jim Yandell Bul
Ron Foster Kaw
100cc NOV. DIV. III
Bill Dobbs Kaw
Rick Draudt Kaw
Mike DuBont Kaw
125cc NOV. DIV. I
Roy Addington Bul
S. Sturgill Bul
Mark Reichert Yam
125cc NOV. DIV. II
D. McGahee Yam
Norman Blake Yam
L. Schwimmer Yam
125-200cc A/E
B. Frauenberger Bul
C. Soderstrom Bul
Paul Lambert Yam
175-200cc NOV.
David Caldwell Yam
L. Leuitjens Yam
Paul Taylor Yam
250cc NOV. DIV. I
Lee Clampitt Mon
Bill Lail Yam
Wade Nelsen Yam
250cc NOV. DIV. II
Kent Parker Suz
Mike Horton Gre
Ken Conley Oss
250cc NOV. DIV. III
S. Gallagher Mon
Walt Foster Bul
Steve Brewer Yam
250cc A/E
Toby Stanford Bul
Doug Mason Bul
Tom White Bul
NOV. MOTO I
Mark Porter Mai
S. Gallagher Mon
Ray Shafer Tri
A/E MOTO
Andy Skeel H-D
G. Gillespie Yam
Larry Stapleton Tri
MINI-BIKE A
Ricky Hart
C. Summers
Dwayne Pettit
MINI-BIKE B
Lee Peterson
Stan Williams
John Cook
MINI-BIKE C
Larry Kallerud
S. Gagnon
Geoff Sanborn
G. McKenzie
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MINI BIKE
Trojan Speedway
South Gate, Calif.
Oct. 17, 1970
By Dennis Greene

1-3 HP. 6-8 YRS.
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Scott Talkington
Aaron Bassett
4-6 HP. 9-11 YRS.
Kirk Ward
Keith Ward
Mike Wright
4-6 HP. 12-OVER
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Greg Lersch
Jerry Daniels
7-OPEN HP.
Stuart Egli
Brad Turner
S. VanWormer

TT SCRAMBLES
Elsinore, Calif.
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K. Wybenga Kaw
MINI
D. Becker —
D. Carlson Hod
Z. Barrett Hod
R. Hunt Hon
100 NOV. NOV.
J. Trullinger Kaw
D. Vaughan Kaw
B. Maghan Suz
S. Gilbert —
125-UP NOV. NOV.
D. Koogle Hon
M. Abbott Yam
T. Webb Yam
W. McIntyre Yam
B. Lane —
100 NOV. 1
M. Rohn Kaw
D. Carlson Hod
D. Edge Kaw
100 NOV. 2
B. Farmer Kaw
J. Allison Yam
A. Baldwin Kaw
125 NOVICE
T. Flynn Yam
D. Nicol Bul
R. Sexton Yam
L. Robinette Yam
200 NOVICE
D. Pettit Yam
A. Harmon Hon
L. Luitjens Yam
B. Hosford Yam
250 NOVICE
R. Parsons Bul
J. McDanil Bul
R. Goade Bul
G. Barrett Kaw
350-500 NOVICE
E. Carlson BSA
J. Hunter Tri
R. Sanderson Tri
100 EXPERT
S. Willoughby Kaw
M. Rohn Kaw
R. Edge Kaw
D. Gualda Pen
125 EXPERT
L. Bird Yam
D. Hopkins Yam
T. Flynn Yam
J. Stieber Yam
250 EXPERT
H. Cheetwood Bul
D. Hannon Bul
R. Parsons Bul
500 EXPERT
R. MacEwen Yam
E. Steffen Yam
T. Horton Kaw
SPECIAL
J. Sprague —
J. Hofford Bul
H. Cheetwood Bul
SWEEPS
S. Willoughby Kaw

SDTR TRIALS
Miramar, Calif.
Sept. 27, 1970
By Craig Hunter

MASTER CLASS
Kevin Walker Bul 20
John Walter Bul 34
Bob Nickesen Bul 41
Mark Eggar Oss 52
EXPERT CLASS
Terry Griffith Cot 47
Bill Smith Bul 67
Rich Delany Sar 68
Dale Ranta Bul 70
AMATEUR CLASS-LTWT.
Bill Deeter Cot 5
Ed Coonfield Bul 10
Tom Franklin Bul 11-27 cl
Dave Bielby Bul 11-25 cl
Lonnie Ortiz Bul 12
AM. — ULTRA LIGHT
Sammy Parriott A-E 3
Daryle Meisch Hod 18
Craig Hunter Pil 20

PITS TRIALS
North vs. South
Lake Isabella, Ca.
Oct. 11, 1970
By Don Higgins

EX. CLASS
Bob Nickelsen Bul
Richard Hood Oss
Kevin Walker Bul
Mark Eggar Oss
Jack Milne Oss
D. Belvoir Bul
Bill Batzloff Bul
AM. CLASS
Victor Conway Bul
R. Delaney Sar
Tim Hickox Oss
Jeff Koskie Sar
Wm. P. Smith Bul
Dave Mooney Oss
Darwin Mith Yam
NOV. CLASS TRIALS
S. Martin Bul
Larry Melton Bul
R. Anderson Bul
Charles Moitose Bul
Ray Beakop Oss
Kirby Ameives Mon
Bill Bryan Bul
Tom Franklin Bul
Ed Coonfield Bul
Leo Eaton Bul
Travis Lee Oss
Bill Deeter Mon
Jim Frakes Mon
D. Bielby Bul
Roy Watson Bul
Wayne James Yam
G. Humphers Bul
R. Osborne Cot
Nan Ruby Bul
NOV. CL. NON-TRIALS
R. Soffa Hon
Ken Le May Yam
R. Sullivan Yam
Don Warren Hod
Wayne Swanson Kaw
John Fisher Yam
John Lenkeit Hod
Ed Burke Kaw
KIDS CLASS
B. Schrieber Bul
Kim Koskie Bul
B. Archilald Bul
J. Delliplaire Hod
Monty Lee Kaw
Kelly Mirian Bul
Roy Watson Hon
Vicki Watson Hon
WINNING TEAM
South
Bob Nickelsen
Kevin Walker
Mark Eggar

ALVISO S.T. RESULTS
Alviso, Calif.
Oct. 19, 1970
By Patrice Kenyon

100 NOVICE
Dave Lewis Kaw
Thornton Smith -
Mike Seidel Kaw
Mike Allen -
125 NOVICE
K. Eggers, Jr. Bul
C. Kole Yam
Ron Kole Yam
Frank Mowry -
W. Riggs -
175 NOVICE
Mike Lutzker Kaw
Steve Foster Yam
Del Smith Hon
100-175 AMATUER
Craig Michie Hon
Rollen Eskew Hon
Wade Ulrich Hon
Ron Hayand Hon
200 NOVICE
L. Alexander Bul
Tim Wright Oss
M. Shimiger Bul
Pat Walker -
200 AMATUER
S. Frederickson Bul
Mike Muscio Bul
Richard Brown Yam
S. Kimball -
Dan Hack -
250 NOVICE
Jim Casey Bul
Gary Leopold Bul
Dan Baloeco Bul
John Bouldt Bul
250 AMATUER
Randy Searl Bul
Pat McCaul Bul
C. McSimseyq Bul
Bruce Brown Bul
250 EXPERT
John Gennai Bul
Allen Kenyon Bul
Bob Goodman Bul
Bob Scally Bul
Mike Renslow Bul

TT & FLAT TRACK
Trojan Speedway
Oct. 15, 1970
By Eddie Smith

TROPHY DASHES
100TT
Bob Sanders Kaw
125 TT
Tommy Horton Kaw
250 TT
Tommy Horton Kaw
250 FT
Bob Sanders Bul
MAIN EVENTS
100 TT
Bob Sanders Kaw
Tommy Horton Kaw
Roy Widener Kaw
Tony Servuto Kaw
Paul Wilde Yam
Joe Erwin Hon
125 TT
Tommy Horton Kaw
Dale Hopkins Yam
John Doyon Yam
Wally Jones Suz
B. Nordstrom Yam
Barrie Idom Yam
250 TT
Tommy Horton Kaw
D. Corbett Bul
Bob Boonbo Bul
Bob Byars Yam
S. Sivdage Yam
M. Heemsbergen Suz
100 FT
Bob Sanders Kaw
Tommy Horton Kaw
Mark Revels Kaw
Jim Chislock Kaw
Robert Parr Bri
R. Crecelms Kaw
125 FT
Dale Hopkins Yam
Rick Kovns Bul
Mark Revels Kaw
B. Nordstrom Yam
Ray Wunno Bul
Bobby Butl Yam
250 FT
Tom Warren Bul
Rick Goade Bul
Jim Miller Oss
Dan Willits Duc
Eugene Smith Hon

THE WALL HILLCLIMB
Livermore, Calif.
Oct. 18, 1970
By Bill Spencer

100cc NOVICE
Jim Brindos Hon
125cc
Rick Carrasco Yam
Carl McGeachy —
175cc NOVICE
Jim Powell Hon
200cc NOVICE
Joe Nappe Bul
Carl Nieper Bul
Bill Hasting Bul
250 NOVICE
Chuck Key (tie) C-Z
George Korman(tie) Kaw
Larry Bessey Oss
250 AMATEUR
Dick Oxford Hon
Ron Little Bul
Bob Terrel Bul
250 EXPERT
Larry Silva BSA
Manuel Ponte Bul
Jim True Bul
350 NOVICE
Mel Carlton Hon
Norm Larson Hon
Bob Barber Hon
350 AMATEUR
Lee Dugas Hon
Bob Mythen Hon
500 NOVICE
Jim Weems Tri
Mike Avila Mai
Chuck Key Mai
500 AMATEUR
Bob Ballenger Mai
500 EXPERT
Keith Roessler Ind
650 NOVICE
Rex Horey BSA
Milt Nunes Tri
Henry Gonzales(tie) Tri
Dan Kennedy(tie) BSA
650 AMATEUR
Dick Oxford H-D
Bob Myers Tri
Ron True Nor
650 EXPERT
Jim True H-D
Frank Durso BSA
Marc Smith Tri

TRANS-AMA MOTOCROSS
Oct. 18, 1970
Unadilla, New York

FEATURE CLASS
Jeff Smith Bsa
Keith Hickman Bsa
John Banks Bsa
Dave Nicoll Bsa
Peter Lamppu Mon
Bob Thompson Oss
Brian Kent -
D. Burleson Hus
J. Weinert -
Ron Keys Hus
SUPPORT CLASS
Paul Reed Hus
B. Simosz -
Bruce McGuire Cz
Tom Laurion Hus
George Cunha -
Rob Williams -
Tom Canning -
Ivan Boyeson -
Rick Norris -

UTAH M/C CHAMPIONSHIPS
Lehi & Salt Lake City, Utah
Oct. 10, 11, 1970

EX. CHAMP.
100 cc
Frank Myers Suz
Del Brown Hod
Bryan Shafer Yam
125cc
Warren Spencer Yam
Jon Henry Yam
Jim Wolf Eag
250cc
Don Fuller Yam
S. Burgess Hus
Pete Crandall Hus
OPEN
Bob Borwn Hus
Preston Gerber Hus
Cal Crosby Hus
NOV. WINNERS
Saturday
100cc
Eddie Crosby Suz
Clay Bundy Hod
125cc
Reed Peterson Bul
J. Christianson Yam
Dan McCarron Sac
175cc
Kevin Croft Yam
Tal Merkley Hon
250cc
J. Harrelson Bul
R. Montogomery Mai
Dave Blaylock Bul
Al Allen CZ
NOV. WINNERS
Sunday
100cc
Bill Denniss Hon
Eddie Crosby Suz
Joe McCloy Hod
125cc
R. Murdock Sac
R. Peterson Bul
John Stirling Yam
175cc
Kevin Croft Yam
Brent Hickman Yam
250cc
R. Carlsen A-E
R. Montogomery Mai
Al Allen CZ
Dave Blaylock Bul
OPEN
C. E. Pollard Hus

HALF-MILE
Manor Downs Raceway
Austin, Texas
Sept. 20, 1970
By Tom Anderson

100cc
Dubby Goss Kaw
Ray Byrd Kaw
James Sloan Kaw
125cc
David Rush Yam
Richard Phillips Yam
Steve England Yam
200cc
Roger Sterling Bul
David Rush Yam
Steve England Bul
250cc
Winston Stelter Oss
Jimmy Phillips Suz
Richard Phillips Yam
OPEN
Willard Kelley Hon
Carlos Ramirez Yam
Duane Sanders Hon
LTWT. GRAND FINAL
Steve England Bul
Roger Sterling Bul
Richard Phillips Yam
HVWT. GRAND FINAL
Willard Kelley Hon
Carlos Ramirez Yam
Jimmy Phillips Suz

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ACA ROAD RACE
Willow Springs, Calif.
Oct. 18, 1970
By Marty McGillivry

JUNIOR GRAND PRIX
50cc CLASS II
Michael Anselm I-J
125cc
Huge Chicon Suz
Al Mark Jr. M-M
175cc
Rudy Williams Hon
Bruce Martin Bri
Lanny North Hon
200cc
Pat Evans Yam
Mike Hurt Yam
Stan Smith Yam
Bob Spiers Suz
350cc
Jeff Sperry Yam
Ray De Long Kaw
Randy Dawes Yam
Carl White Yam
Gay Corns Yam
500cc
Jim Evans Kaw
OPEN
Dale Larson Hon
Richard Feist Nor
Arthur Chambers Hon

SENIOR GRAND PRIX
50cc CLASS I
Richard Seifried Hon
50cc CLASS II
Chris Anderson I-J
Rod Schmidt Ind
Don Wicks Ind
Ed Kelly Tar
100cc
Don Emde Hod
Jim Evans Kaw
Steve Johnson Kaw
Donald Anselm Yam
James McWorthy Suz
125cc
Ron Pierce Yam
Steve Froschauer Yam
Don Wicks Yam
175cc
Stan Smith Bri
Jon McKibben Hon
Dan Guinn Hon
200cc
Pat Evans Yam
Jim Damron Oce
Al Mark Sr. Bul
250cc
Don Emde Yam
Jerry Christopher Yam
George Roche Yam
Alan Thompson Yam
Steve Mallonee Yam
350cc
Howard Lynggard Yam
Alan Thompson Hon
Don Emde Yam
500cc
George Roche Hon
Steve Mallonee Yam
Wade Killen Kaw
David Damron Oce
Roger Glickman Suz

OPEN
John McGillivray Nor
Steve McLaughlin Hon
John Weed R-M
Jerry Greene Nor
LIGHTWEIGHT PROD.
100cc
Richard Seifried Hon
James McWorthy Suz
125cc
Phil Thompson Yam
Sid Chambers Tar
175cc
Bruce Martin Bri
Lanny North Hon
200cc
Pat Evans Yam
Jim Damron Suz
James Haberlin Bri
Al Mark Bul
Dale McCreary Yam

250cc
HEAVYWEIGHT PROD.
Pat Evans Suz
Geoff Mazon Suz
Jim Damron Suz
Bob Spier Suz
Archie Breden Bul
350cc
Rick Sherer Hon
David Damron Suz
Jerry Greene Yam
Michael Wozniak Yam
Ray De Long Kaw
OPEN
John McGillivray BSA
Steve McLaughlin Hon
Wade Killen Hon
Dale Larson Hon
Arthur Chambers Hon

TT & FLAT TRACK
HRL Challenge Series
Orange Co. Speedway
Oct. 16, 1970
By Rich Hoffman

125cc TT TROPHY DASH
Steve Flowers Yam
250cc TT TROPHY DASH
Scott Smith Yam
MINI BIKE TROPHY DASH
Dave Carlson
Bob Tyre
Kevin Kobel
125cc TT MAIN
Steve Flowers Yam
Dave Tudor Yam
S. Kobayashi Suz
250cc TT MAIN
Scott Smith Yam
Gary Anderson Bul
Al Smith Oss
OPEN TT MAIN
Scott Smith Yam
Jim Peterson Oss
Al Smith Oss
125cc ST MAIN
Steve Flowers Yam
Bobby Butt Yam
L. Mellgren Kaw
250cc ST MAIN
Mark Krose Buc
Scott Smith Yam
Gary Anderson Bul
OPEN ST MAIN
Mark Kruse Duc
Scott Smith Yam
Al Smith Oss

HARE AND HOUND
Soggy Dry Lake, Calif.
Rams M.C.
Oct. 18, 1970

Whitey Martino 500 Ex Hus
Bruce Dunford 500 Ex Hus
Steve Kirk 500 Ex Mon
Tom Smith 500 Ex Hus
Tom Muto 500 Ex Hus
Dick Camp 250 Ex Bul
Jack Byers 500 Ex Ric
Rich Thorwaldson 500 Ex Ric
Bob Riley 500 Ex Hus
Bernie Coyne 500 Ex Hus
Jim Corning 250 Ex Hus
D.K. Hauser 500 Am Hus
Eric Jensen 125 Ex Sac
Gary Preston 250 Ex Bul
Tom Clodt 500 Nov Hus
Art Kanpp 500 Am Hus
Jack Knebel 250 Nov
100cc CLASS
Cortis Brooks Ex Hod
Terry Clark Ex H-D
Richard Jensen Nov Hod
Don Ogilvie Ex H-D
John Coots Ex Gua
Dave Griffith Am Ric
Bob Duncan Ex H-D

TT
By HRA
Huntington Beach, Calif.
Oct. 18, 1970
By Gary Schmythe

100 NOVICE
Doug Westly Kaw
Bob Roberts Suz
Jack Freeman Kaw
Robert Creclius Kaw
125 NOVICE
Dave Tudor Yam
Mike Murphy Yam
Ed Drake Kaw
Robert Crecluis Kaw
250 NOVICE
H.J. Morgan Bul
Ron Christner Bul
Mike Perez Yam
George Muller Bul
OPEN NOVICE
Vincent Zine Tri
John Talarico Tri
Norman Fleece Tri
Bob Lucke Hon
125 X
Dave Tudor Yam
Doug Westly Kaw
Dan Juirhead Yam
Robby Burg Yam
250 X
Jerry Greer Bul
Tom White Bul
Rick Isbell Kaw
Doug Wallace —
OPEN X
Bryon Farnsworth Bul
Mike Posey Tri
Ike Mizen Tri
Tom Clark —

CMC MOTOCROSS
Saddleback Park
Irvine, Calif.
Oct. 18, 1970
By Dave Swift

100 JR.
J. Hill R/M
T. Croft Hod
R. Beere Hod
125 EX & INT.
J. Beauchamp Sac
J. Garcia Bul
D. Davis Bul
125 SR. DIV. I
T. Hugueley Duc
D. Terrell Puc
G. Anderson Sac
125 JR. DIV. II
R. Seymour Yam
G. Messick Yam
T. Cook Bul
125 JR. DIV. III
J. Wecker R/M
R. Hummel Bul
J. Volkman Puc
250 EX. & INT.
J. Wilson C-Z
P. Messer Mai
B. Silverthorn Hus
J. Rubcic C-Z
B. Bailey Mai
250 JR. DIV. I
J. Derhammer AJS
T. Hoke C-Z
F. Rowe Oss
250 JR. DIV. II
S. Schutte C-Z
M. Leonard AJS
S. Yamasaki Yam
250 JR. DIV. III
D.E. Carmichael Oss
B. Bivens Mon
K. Edgar Bul
250 JR. DIV. IV
M. Richmond AJS
G. Merrit Oss
D. Miles Mai
250 Jr. DIV. V
J. Henry Mai
J. Peacock Oss
B. Rose Hus
500 EX. & INT.
B. Clements Hus
B. Holcomb Gre
W. Burrell Mai
R. Bunn C-Z
B. Bailey Mai
500 JR.
D. Vick Hus
M. Brown C-Z
R. Knerr Mon

MOTOCROSS
Deadman's Point
Oct. 18, 1970
By Dave Brown

100 JR. DIV. I
M. Stevenson Suz
D. Vrbamek Hod
R. Hitch Hod
J. Brons Hod
100 JR. DIV. II
M. Roby Hod
S. Cranford Hod
J. Powers Bul
G. Lewis Hod
100 JR. DIV. III
J. Burr Hon
G. Poppett Hon
R. Jerkins Hod
J. Rich Suz
W. Pollock Bri
125 JR. DIV. I
C. Mott Bul
R. Protch Sac
S. Merkel Sac
B. Faulkner Yam
125 JR. DIV. II
S. Hoffee Bul
V. Peterson Sac
L. Larsen Sac
B. Abbott Yam
125 JR. DIV. III
R. Reinig Pen
L. Bomar Yam
D. Lawson Yam
D. Gratton Yam

MOTOCROSS
Poso Park, Calif.
Oct. 18, 1970
By Jack Light

100cc JR.
Ken Zahrt Bul
J. Baker Hon
Henry Key Hod
Leo Fedewa H-D
Jay Davis A-E
Don Kepley H-D
Greg Winkle Hon
Vince Eyre Yam
125 JR. DIV. I
G. Smalley Yam
Walt Wienge Pen
R. Klassen Yam
J. Caldwell Sac
A. Greenlee Mai
125 JR. DIV. II
A. Garrett Yam
C. White Yam
Tom Sanders Yam
G. Robertson C-Z
Don Reynolds Pen
125 SR.
B. Ewing, Jr. Puc
Scott Frisby Sac
J. Johnson Sac
250 JR. DIV. I
Donald Kahn Suz
D. Harkey Yam
Mike Anderson AJS
Mike Davies CZ
M. Enderle Bul
D.A. James Oss
N. Getchel Suz
250 SR.
John Moroney CZ
Dennis Law Cz
James Hall Bul
W. Garrett AJS
J. Johnson Hus
Jim Holmes Bul
S. Fisher CZ
GIRLS DIV.
Carol Davis Sac
C. Higgins Sac
Mary Ann Eyre Hod
OPEN JR.
L. Gattis Hus
Joel Kyne Mai
J. Robertson CZ
Don Mardon Hus
S. Schmidt Hus
L. Cushaway AJS
Jerry Eyre CZ
Open sr.
Mark Blackwell Hus
Jim Calvert Hus
Dan Stokes CZ
Ricky Long CZ
George Snider Hus
Carl Nelson Mai
Greg Johnson Hus

100 SR. I
F. Wilsford Hod
F. Wilsford Hod
125 SR. I
D.A. Brown Pen
K.P. Mathis Yam
D. Wambold Yam
250 JR. DIV. I
W. Shirriffs Hus
J. Erwin Bul
R. Durham Mon
250 JR. DIV. II
M. Thorpe Bul
C. Wagner Hud
D. Bonas Oss
250 JR. DIV. III
C. Smith Oss
G. Harris Bul
R. Schubert Oss
250 JR. DIV. IIII
D. Dickens CZ
M. Faulkner Hus
C. Bybee Mai
250 JR. DIV. IIIII
F. Tidwell Oss
C. Wickary Yam
R. Varvel Oss
250 SR.
J. Willmon CZ
J. Hoover CZ
500 JR. DIV. I
T. Buck Hus
K. Ratzloff Mon
P. Clark Mon
B. Samuelson Mon
500 SR.
S. Armstrong CZ
B. Feldkamp Hus

DISTRICT 37 AMA DESERT
LIGHTWEIGHT POINT STANDINGS
TO OCTOBER 1, 1970

1. Tom Poteet Ex 3290
2. Wes Anderson Jr. Ex 2495
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4. Gary Griffin Ex 1950
5. Phil Bowers Ex 1940
6. Robert Waters Ex 1570
7. Jerry Kindsvogel Ex 1380
8. Dennis Pierce Ex 1355
9. Dick Camp Ex 1336
10. Jon Nickolson Ex 1320
11. Larry Haley Ex 1320
12. Mil Green Ex 1220
13. George Zuber Ex 1220
14. Mike Patrick Ex 1190
15. Gregg Winkel Ex 1184
16. Gary Preston Ex 1160
17. Bill Friant Ex 1081
18. Hoyt Statham Ex 1050
19. Larry Sovern Am 1009
20. Don Gaide Ex 1006
21. Jerry Perkins Ex 980
22. Glenn Thomas Ex 900
23. Jerome Ruzicka Am 888
24. Gary Niederhuth Am 876
25. Gary Westergaard Ex 800
26. Dick Breker Ex 770
27. Gordon Schmid Ex 765
28. Tim Okamoto Am 750
29. David Tribe Ex 710
30. Max Wade Ex 710
31. Roy Knight Ex 697
32. Gene Moffett Am 692
33. Dwane Lundberg Ex 690
34. Eugene Cannady Ex 690
35. Larry Bergquist Ex 680
36. Ed Segler Am 670
37. Carl Casanova Am 656
38. Jerry Neuburger Am 646
39. Gary Davies Am 640
40. Jim J. Brown Am 630
41. Joel Gillingwaters Am 617
42. Jim Corning Ex 600
43. Gene Kicenski Am 592
44. Jim McCoun Am 591
45. Tom Schmid Ex 580
46. Harold King Ex 550
47. Ed Crowell Ex 540
48. Bill Fleming Am 532
49. Craig Rufi Am 524
50. Kenneth Griewe Am 494
51. Dennis Tooman Am 432
52. David Kersting Am 431
53. Ace Baker Ex 430
54. Doyle Mosley Am 429
55. Ray Alexander Ex 420
56. Steve Ellsworth Ex 420
57. Gerald Roberts Am 407
58. Bruce Kude Am 405
59. Keith Collier Am 405
60. Gary Davis Am 400
61. Chuck Nelson Ex 395
62. Uncle Bill Ex 395
63. Brian Klock Am 391
64. Bob Hayes Am 387
65. Dale Brassfield Am 377
66. John Huegel Am 368
67. Tom Jenkins Jr. Am 368
68. Joseph Brickner Am 361
69. R. L. Willeford Am 359
70. L. E. Weller Nov 359
71. John Knebel Nov 355
72. William Pridemore Nov 353
73. Marvin Batten Am 353
74. Jerry Isaacson Am 347
75. Tom Garner Nov 345
76. Norman Modesett Am 343
77. Dave Williams Am 340
78. Ron Sloan Ex 340
79. Kelly Sullivan Nov 335
80. Mike Brooks Am 330
81. Rod Morrison Am 320
82. Ross Henry Am 314
83. Carl Sommers Am 307
84. Gary Schuelke Ex 305
85. Don Hughes Am 303
86. John Pearson Am 299
87. Duffy Hambleton Ex 295
88. Mike Pearson Am 292
89. Charles Morris Nov 290
90. Wayne Garrett Am 288
91. Robert Ragsdale Am 285
92. Bill Bassett Nov 284

(To be continued)

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FOREIGN STARS AT SPEEDWAY

By Mike Caplite
Photos by Dennis Greene

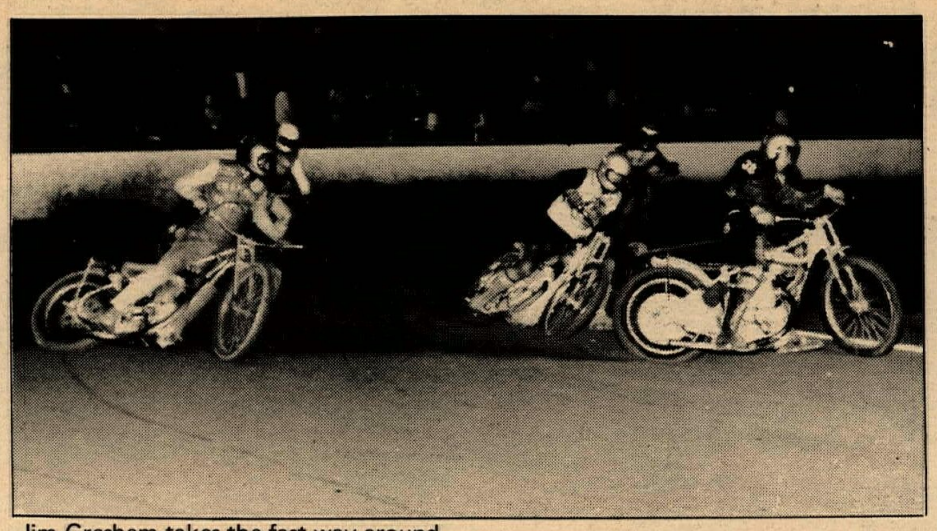
COSTA MESA, CALIF., Oct. 16, 1970 – Scott Autrey and Jim Gresham met the challenge of the first of the foreign speedway riders to arrive here for a month's stay having a go at American speedway riding.

It was a perfect night for Gresham in the Handicap events as he sailed to wins in the heat, semi and main. In this transfer up the ladder he was able to score two wins over Scottish rider Bert Harkins, once in the heat and again in the semi.

Autrey cleaned up on the Scratch Main Event and scored a win over New Zealander Dave Gifford in the process.

Deviating from the usual program of beginning the evening with handicap races, the Scratch heats were first on the agenda to give Bert and Dave a little 'light traffic' practice before the six-man handicap races. As all of the overseas riders are conditioned to running on much larger tracks than the fairgrounds oval, they always seem to have problems the first week, but look out next Friday.

Crowd favorite and 1971 champion Rick Woods was put out of action in the heat races of both events with seized engines. Due to a freak accident, Mike Konle appeared to be the bad guy that bumped Rick into the wall and made him lose a transfer position. In reality, Woods claimed that Konle had no choice as the engine seized in the middle of the corner and it halted him so abruptly that Konle had no place to go. Konle was unjustly jeered by the fans who were uninformed as to what had actually happened.



Jim Gresham takes the fast way around.

Dave Gifford and Bert Harkins in the match race.

The match race for the evening was a two-race affair with Harkins and Gifford going at it in the first one with the winner taking on Bill Cody in the second. With Gifford on the pole in the initial go-around, Harkins went in deep and came back to snatch the lead as Gifford was having a hard time getting a bite in the slick corners and on the second lap he spun into a 180 and Harkins took an easy win.

Harkins wasn't quite so lucky when he matched against Cody. It was anybody's race for the first lap. Going into the second lap Harkins pulled ahead a little going across the line, but as he backed it into the corner and lost it in a spectacular spill that left the engine screaming at full throttle. The quick thinking and quick action of a member of the Pasadena Motorcycle Club saved the engine from RPM destruction. This left the win for Cody who just missed Bert as he went down.

Maybe the fact that the Scratch Main winner received the trophy tonight and the prospect of a kiss from the lovely trophy girl was an inspiration, but whatever, Scott Autrey rode one of the best races he has ridden this season to take the win. Off the line it was Autrey leading followed by Gifford, Steve Bast and Mike Bast. Gifford was able to hold Steve off for two laps and then Bast moved up on him to challenge Autrey. Giving it all to catch Autrey, Bast was pressing it hard when Autrey went wide in the corner and it looked like that was all. But Steve couldn't seem to get the traction needed to capitalize on it and Autrey kept the lead to the finish with Mike Bast passing Gifford for third as Gifford took a nasty spill.

In the Handicap Main, there was no stopping Gresham as he was determined to keep his handicap win streak unsullied. He led out in the number three position behind Gary Fishburn and Jim Anderson but soon had them behind him and he was going away. In the back, it was 60-yard man Steve Bast who was hard-charging as he worked his way up from last position to cop second as he slipped under Mike Konle and John Fishburn who were battling each other and didn't see Steve moving up. This left Mike in third and John fourth while Gary Fishburn was fifth and Jim Anderson wound up sixth.

The action will get better this Friday as four time World Champion Barry Briggs will be on hand to even the score for the New Zealanders with current Champion Ivan Mauger flying in the following week. It will be too good to miss, so get there early to assure getting a seat as much of the seating will be reserved.

(Results on page 20)

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CALENDAR

(Continued from page 2)

INTER-AMS MOTOCROSS, Mid-West championship at Tulsa, Oklahoma.

THURS. & FRI., OCT. 29 & 30

FILM – "FIRST LOOP" by Marc Creighton Productions, presented by Cycle News. Torrance High School Aud. Two showings at 7:15 p.m. and 9:15. $2.50 general admission, $1 children.

FRIDAY, OCT. 30

SHORT TRACK at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

INTER-AM MOTOCROSS at Ascot Park, Gardena, Cal. $15 mail entry to Inter-Am, 4790 Palm Ave., La Mesa, Cal. 92041. FIM sanct. Info: (714) 460-1281.

SATURDAY, OCT. 31

INDOOR SHORT TRACK by Bob Barkhimer at San Jose, Cal. on Tully Rd. between Frwy and Monterey Hwy. Warmups at 7 p.m., racing at 8:30; 1/10th mi. asphalt track. Info: 14 Camp Evers, Santa Cruz, Cal., 95060; (408) 438-3210.

SAT. & SUN., OCT. 31 & NOV. 1

BMW PICNIC at San Diego's Mission Bay Park. Displays and exhibits. Info for Dealers and Companies: (714) 298-4498.

SUNDAY, NOV. 1

SAND SCRAMBLES by AMRA at Indian Dunes. Mila $5 entry to San Scrambles, c/o Box 174, Newhall, Calif. No penalty for post. Info: (213) 892-5725, or (805) 259-7495.

INTER-AM MOTOCROSS in Los Angeles, location to be announced. $15 mail entry to Inter-Am, 4790 Palm Ave., La Mesa, Cal. 92041. FIM sanct. Info: (714) 460-1281.

MOTOCROSS by HRA at Huntington Beach Cycle Park. $3 mail entry to Box FA, Westminster, Cal., 92683, closes Oct. 28. $6 post. Signup 8-10. 3 HRA plates or ride expert. Info: (714) 897-4458.

JACKASS ENDURO by Foothill Hawks limed from Red Mountain. First rider should leave behind limed from Red Mountain at 8:01 a.m. Start, gas and finish at Red Mountain. $4 mail to Jay Adams, 6208 S. McNees, Whittier, Cal. 90606. $5 post with $1 added for each team rider. Limited entry closes Oct. 18. Drawing Oct. 21 at 8:30 p.m. at 503 W. Whittier Blvd., Montebello, Cal. 90640. Info: (213) 695-7317, 695-7735.

HARE SCRAMBLES by Groundshakers M.C. limed from Railroad Pass, in Searchlight, Nev. Nevada Championship begins at 10; camping OK Sat. night but bring own food & equip. $4 entry. MRAN sanct.

SATURDAY, NOV. 7

INDOOR SHORT TRACK by Bob Barkhimer at San Jose, Cal. on Tully Rd. between Frwy and Monterey Hwy. Warmups at 7 p.m., racing at 8:30; 1/10th mi. asphalt track. Info: 14 Camp Evers, Santa Cruz, Cal., 95060; (408) 438-3210.

SAT. & SUN., NOV. 7 & 8

INTERNATIONAL MOTOCROSS by Dirt Diggers M.C. at Hopetown. Mail entry only, $10 to: (Ltwt. & PP) DDMC, 12221 B. York Ave., Hawthorne, Cal., 90250 and (Hvywt. & Sidehacks) DDMC, 19308 E. Aguirro St., Rowland Heights, Cal. 91745. Entries close Oct. 25. Dist. 37 pts. Scrambles, Desert, Mx. Info: (213) 644-0965, 964-5076.

The Foothill Hawks MC.
PRESENTS...
JACKASS ENDURO
Sunday November 1st.
Note: Halloween is October 31st. (Sat. evening.) Bring the kids and the Halloween candy so the kids can go trick or treating from camper to camper.

SUNDAY, NOV. 8

COWBELL DERBY by Hayward M.C. starts at Upper Lake, Cal. Mail $5 entry to Hayward M.C. or $10 for team entry (3 riders). No Post, closes Oct. 20. Spark arrester a must.

HARE & HOUND, Oregon Championship, by Cascade M.C. East of Bend, Ore., follow lime markers from 3rd & Greenwood (Hwys 97 & 20). Mail $6 before Oct. 28 to Cascade M.C., Box 11, Bend, Ore., 97701. $8 post. 100 mi. course, 10 a.m. start, 125, 250, open and PP classes.

TT RACES by HRA at Huntington Beach Cycle Park. Signup 9-10:30. $2.25 members, $2.50 non. 3 HRA plates or ride expert. 7561 Talbert. Info: (714) 897-4458.

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MOTOCROSS
OCT. 25th – CARLSBAD
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SUNDAY, NOV. 15

TT RACES by Lost Angels M.C. at Lake Elsinore. Take Hwy 71 & 91 to track south of town. AMA sanct., Dist. 37 pts. 7:30 signup for ltwts., noon for heavy. Any traction. Info: (805) 522-0281.

TURKEY HARE & HOUND by So. Cal. M.C. at Red Rock Canyon, Cal. N. of Mojave on Hwy 14. Limed from Old Waggon Wheel. AMA sanct., Dist. 37 pts. $4.25 post entry. 10 a.m. start, 2 45-mi. loops. Class winners will chase "live vicious turkeys on their bikes." Rescue 3.

TT RACES by HRA at Huntington Beach Cycle Park. Signup 9-10:30. $2.25 members, $2.50 non. 3 HRA plates or ride expert. 7561 Talbert. Info: (714) 897-4458.

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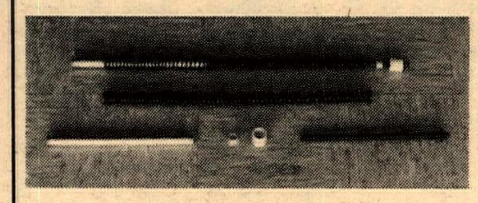
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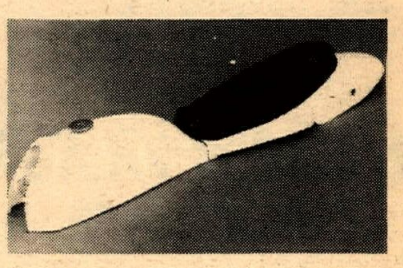
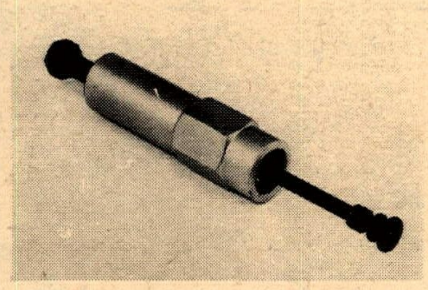
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Nevada

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Date to pick up _____

Name of Club _____

What Event(s) _____

Where Event was held _____

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Phone Number _____
(all trophy ads must have phone numbers)

- ☐ 1 week. $1.00
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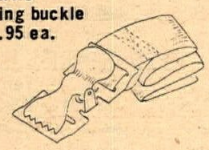

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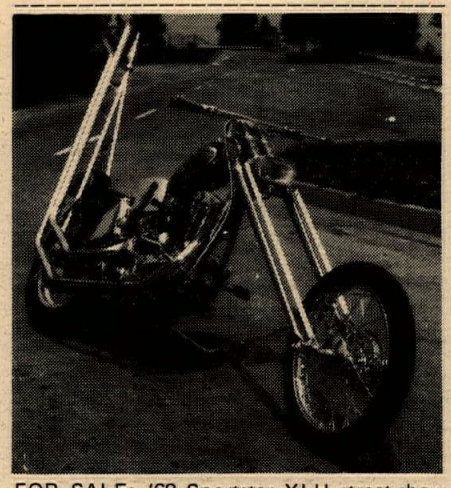

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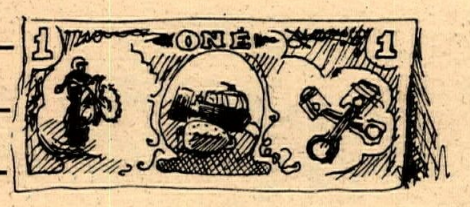

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